

Local Railway Items from Area Papers - 1931

10/01/1931 *Ottawa Citizen*

Canada Atlantic

The Engineer Also Acted as Fireman

A book with the story of the beginnings and early experiences of all well known locomotive engineers would make great reading. Every engineer, either in his firing days or in the first days of driving, has had some peculiar experience.

Take for example the early engineering experience of Harry (Hiram) Brown of Ottawa, now retired.

When Harry Brown started driving an engine he did so under quite humble circumstances. His engineering start was on a small tank engine which ran from Deseronto to the G.T.R. station (junction) about a mile and a half back of Deseronto.

At that time the Rathbun Lumber Co. owned pretty much everything at Deseronto. The company owned the little railway line.

The train crew on the Rathbun train consisted of an engineer and a conductor. The engineer ran the train and fired as well, and the conductor collected fares, and also braked the train. Hand brakes were used.

This "short-line" train made six trips per day between Deseronto and the G.T.R. station
Were Pooh-Bahs

In the eighties the Rathbun firm had great holdings. It also owned a three and a half mile railway line out from Gananoque to the Grand Trunk Railway junction, and a 20 miles line between Napanee and Tamworth.

After serving several years and gaining experience on these miniature railways, young Brown began to aspire for higher railway activities. In 1886 he came to Ottawa, attracted by the possibilities of the then almost new Canada Atlantic Railway.

To Ottawa

There was no engine opening when he came here, so he accepted a job as cleaner in the C.P.R. shops. Two days later they (presumably the CAR) called the newcomer out of the cleaning job and put him on a freight engine as fireman.

The crews of the freight engines at that time (1886) were:

Engineers - James Casey, H. Kirk, Billy Sandow and Billy Eldridge.

Firemen - James O'Connor, Billy Gall, Alex Dewar and Harry Brown.

All engines at that time were wood burners. The freight engines carried a wood car behind the tender, to ensure a supply. The passenger engines did not carry a wood car. Instead, each tender had built up racks to increase the carrying capacity.

The passenger engines did not require as much wood as the freight engines, because the early passenger trains on the C.A.R. only carried two coaches. The load was therefore light.

Billy Gall referred to as one of the early firemen was the first man to fire a coal-burning freight engine out of Ottawa on the C.A.R. Mr. Gall is still alive. He is an uncle of Len Grosvenor, the hockey player.

When the C.A.R. started in 1882, the passenger service was supplied by the Grand Trunk Railway. In 1887 the C.A.R. began to handle its own passenger service, and put on fast trains to Montreal over the G.T.R.

The engineers of these fast trains were: F. Ferguson, Isaac Johnson, Robert Orr and Phil Roy. All are alive but superannuated.

The conductors on these fast trains were: John Roberts, Ned Martin, Dan Brown, and J. Whitman. The last three named are dead. John Roberts is superannuated.

17/01/1931 *Ottawa Citizen*

Prescott

Ottawa West

Freight foreman was found dead in railway car.

Believed to have been rendered unconscious by a fall through a hatch at the top of a refrigerator car and while in this state to have succumbed to carbon monoxide fumes, Samuel W. Colbert, 500 Lisgar street, aged 42 years, C.P.R. freight shed foreman at Hull West, was found dead in the car in the Broad street yards. The tragic discovery was made shortly after four p.m. yesterday by William Tilson and John Burkhill, car inspectors, as they were checking over a freight train prior to its departure for Toronto.

Dr. I.G. Smith was called and pronounced the man dead. Coroner J.E. Craig M.D. was then notified and had the body removed to Burney and Sons parlour, where an inquest was called this morning and adjourned until Wednesday evening at the police station at 8 o'clock.

Colbert had not been seen around since early in the afternoon but no anxiety was felt as his duties took him nearly all over the Hull West yards. It was part of his duties to superintend the heating of refrigerator cars in winter to prevent goods in transit from freezing. The heaters, charcoal burners, are installed in the ice boxes of the cars.

The car in which Colbert lost his life came from Saint John N.B., and its destination was Toronto, but through a misunderstanding it came to Hull instead. It is believed that while inspecting one of the heaters Colbert lifted the cover off one of the hatches on top of the car, which is the usual entrance to the ice box, and in some manner unknown fell inside and was rendered unconscious by the fall. There was a bruise under his chin, apparently caused by the fall.

The circumstances which led to his discovery was the two car inspectors swinging the hatch at the top of the car open. On climbing to the top and looking inside they saw Colbert lying prostrate, partly over the heater in which a slow fire was burning and from which gas fumes were escaping. They immediately drew him out in the open and used every effort to revive him but without success.

Native of gatineau

The late Mr. Colbert was born in the Gatineau district and lived the greater part of his life there. He came to Ottawa from Hull six years ago and had been a resident of the Capital ever since. In fraternal societies he took a prominent part, being a member of Eddy Lodge, A.F. and A.M. No. 41 and of the Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees No. 1161.

Surviving are his widow, formerly Annie Amelia Whates and one son, both of Ottawa.

The funeral service will be at his home, 500 Lisgar street on Monday January 19, at 2 p.m. Interment will be in Beechwood cemetery.

17/01/1931 *Ottawa Citizen*

Lachute

The Spare Fireman had Hard Initiation

Old time railway men sometimes used to have some trying experiences: long hours and hard runs. Take for example the experience of Engineer Phil Roy when he was a young fireman back in 1880. In the spring of 1880 Phil had joined the Q.M.O. & O. which then ran from Montreal to Hull (now C.P.R. North Shore).

When he entered the service of the Q.M.O. & O. he was only 16 and began as an iler. Good luck or good conduct of something presented him a chance to go firing as a spare.

His first experience as a spare fireman was severe. His first trip kept him two days and two nights without sleep and made him think that railroading was not such a nice job.

At Hull the engine in which young Roy was firing hitched onto a long train of square timber bound for Quebec. On account of its length the train ran slowly.

As the Q.M.O. & O. was short of freight cars and much square timber had to be moved, a hurried unloading of the timber took place at the Quebec docks and the freight train with its already tired crew, was without being given a chance to rest, hurried back to Hull. Before Hull was reached 48 hours had elapsed and neither the engineer nor the young spare fireman had had any sleep and not a great deal to eat. The experience was one Phil Roy did not quickly forget.

Train Boat on Sand Bar a Week

CAR Passengers Had Experience.

Exciting Episode in February of the Year 1889

Near Clark's Island.

Before Train-Boat Could be Moved Two Freight Cars Had to Have Cargo of Flour Removed, and the Cars Dropped Into the River.

How many readers of the O.T.S. recall how the Canada Atlantic train-boat in the year 1889 was stuck on a sandbar near Clark's Island, in the St. Lawrence, for a week? It was a big news item at the time. A number of Ottawa people were on that train-boat. Among these was Phil Roy, who was engineer on the C.A.R. train. The incident about to be related occurred before the bridge from Coteau to Clark's Island was built and the C.A.R. was using a train-boat over the St. Lawrence to take its trains to the Valleyfield side of the river. For the benefit of the uninitiated it may be said that Clark's Island on the south side of the river was really not at that time an island in the proper sense, as the company had built a dam at one end over which the trains passed to the mainland.

Open Year Round

The boat crossing from Coteau to Clark's Island was made just above a strong rapids and the water being open all the year the train-boat ran the year around.

Well, to get on with the story. In February, 1889, the Ottawa CAR. passenger train, with the addition of two freight cars, was loaded on to the train-boat for the trip across the river.

Blinding Storm Came.

Just as the train-boat was being loaded a fierce and blinding snowstorm came up. The captain of the train-boat did not want to make the crossing, as it was then about 4.30 p.m. and dark. But orders from headquarters came to him to make the trip. He started.

On to Sandbar.

But in the blinding storm the boat went about 100 feet out of its regular channel and ran on to a sandbar at the head of a little Island.

The boat was forced to remain where it was all night, and well into the next day, when the storm cleared and the captain could see where he was.

During the night all the passengers were taken into the sleeping coach, which was part of the train, and made comfortable.

Passengers Nervous.

The next day, when the passengers did not see any immediate sign of relief, they began to get nervous.

Tugs to Aid.

That day, when the position of the boat was discovered at Valleyfield, two tugs were sent to her aid, but their tugging did not help things much.

The next day the passengers were taken back to Coteau Landing, and sent to their destination by other routes.

Cars Unloaded

With the passengers off and the boat lightened, renewed efforts were made by the tugs to pull the boat off, but without success.

Then the problem was tackled from another angle. The freight cars were unloaded by the tugs and the material (flour in bags) taken to Coteau. Even that did not suffice.

Box Cars Dumped.

Finally, the two empty box cars were rolled into the river and let go down stream to their destruction. With the freight cars gone, the train-boat floated sufficiently to be hauled off by the tugs.

The episode had occupied a full week. The boat had started on a Monday. It came back to the dock on a Monday.

The bear Said "Ba-Ba" Yet Phil Roy Ran.

In November 1880, when Phil Roy, now of Ottawa, was working in the Q.M.O. & O. shops at Montreal, and was then only 16 years of age, H.A. Pangborn, master mechanic of the new Canada Atlantic Railway, then under construction visited the Q.M.O. & O. shops looking for somebody to look after construction at night.

Young Phil Roy was recommended to him. Thus did Phil Roy become connected with the C.A.R. - a connection which was to last for many years.

Young Phil soon found himself at the Moose Creek gravel pits. All that winter and into the spring of 1881, he kept steam up at night on an engine and had it in condition for the next days work.

Moose Creek was a mighty lonesome place in the winter of 1880-1881 and the youth found the nights not at all to his liking. There were plenty of bears around Moose Creek at that time, and the youth was always afraid a bear would climb into the cab for the warmth it might afford.

Talking about bears, it can be told that in the winter of 1880-1881 the bears were so bold that they ventured on to the construction rails, even in daytime. Mr.

Roy tells how a construction train crew on one occasion tried to run a bear down on the tracks, but the bear got off the rails just in time to save its hide.

In the summer of 1881 young Roy got promoted to fireman on a ballast train. The crews were working late at night to hurry up the ballasting of the road.

On one occasion Roy's crew made the last trip at 2 a.m. and young Roy started for his boarding house a mile from the pit. To reach his home he had to pass through a bush about half a mile thick. There was a forest path. On the night in question Roy did not have a lantern.

In a Dark Spot

Suddenly in a park part of the bush, he fell over something which jumped and moved into the bush. And not a gun! Young Roy started to run.

Bang! Over another he fell. He picked himself up in a big hurry and was just about to yell lustily for help when the thing bawled "baaaaa". It was a calf.

Just the same he did not let his legs lag till his home was reached. After that he made sure he had a lantern.

This is a story of one of the bad snow storms which the Canada Atlantic Railway had to fight in the year 1893.

On the afternoon of a stormy day in January, the C.A.R. passenger train for Rouse's Point left the old stone station (now Central Station) here. There were two engines on to help drive through possible snow drifts. The train started out gaily enough through the blizzard that was raging. But at the Laurier avenue bridge a mishap occurred. A casting on the front engine broke and she had to be taken off. This damaged engine was the best on the road. It was the "Schenectady," an engine which had been secured from the New York Central,

With one engine

Morley Donaldson, the superintendent, ordered the train to move out with only one engine. There would have been too much delay to have waited for a new engine.

On the remaining engine Phil Roy of Ottawa was at the throttle.

The train with its single engine made good progress for a time. But before Maxville was reached the storm had grown worse.

At Douglas Cut

At Douglas Cut, between Greenfield and Alexandria the train struck its first real difficulty. The cut was full of drift. The train plunged into the drift bravely.

The snow covered the engine and broke into the cab. But the train went through the drift victoriously.

However, half a mile farther on came Buffalo cut, a deeper cut. This was also full of drift.

Train off Track

Engineer Roy was about to plunge into the new drift, when Conductor Tom Lamplough pulled the bell cord and the train stopped. It developed that the whole train was off the track and had been running on the ties since the time it left the last cut. The rails had spread. When Engineer Roy got out of the cab he discovered that not only were the passenger coaches off the rail, but that the back truck wheel of the engine itself was off the track.

The baggageman was sent back toward Alexandria, 4 miles away and the brakeman was sent towards Greenfield to flag possible trains. The blizzard was then wild, but the brave trainmen plunged through the blinding storm, flags in hand.

Used the "Dogs"

Then the balance of the crew got busy with their iron "dogs" in an effort to get the passenger coaches and the engine back on the rails. It was cold hard work in the darkness of a January afternoon. It was next morning before the cars and engine were back on the rails.

Hunt for Food

When the baggageman and brakeman returned from their long cold walk, they were despatched to nearby farmhouses to hunt up food for the passengers. And all this time the blizzard howled.

The next morning when the train was ready to proceed, it was discovered that the engine was short of water. The engine had run all the previous night in order to keep the passengers warm.

A Problem

How to get water, that was the question. An idea occurred to Engineer Roy. He uncoupled the engine and ran it into the drift of Buffalo Cut. The snow piled onto and covered the engine.

By this time the section men had come onto the scene. They carefully shoveled snow into the hot engine. The snow turned into water and the difficulty was solved. The water was not all made in a minute however.

In the meantime a powerful snowplow had left Ottawa backed by two freight engines.

The plow, however, also had trouble. The plow left Ottawa the same afternoon that the train did. But at Maxville it left the track. As a result it did not get up to the train until late the next morning.

After considerable difficulty both train and plow backed many miles till the nearest gravel pit siding was found. The plow went into the siding. The train backed farther up the track allowing the plow to go ahead.

Unidentified man killed by engine on railway track

Up to noon today the unknown man who was instantly killed early last evening when struck by a C.P.R. engine near the Ottawa end of the Alexandria bridge, has not been identified although several persons visited Gauthier's morgue where body was taken following the accident.

--

According to an eye-witness the man was crossing over the street car and railway tracks from the south to the northbound roadway and did not see the light engine approaching across the bridge. the engine was in charge of Engineer James Johnston and Fireman Jack Finn.

Engineer Johnston in his report stated that while proceeding at about twelve miles an hour a man, who was walking alongside the track, stepped between the rails immediately in front of the locomotive.

--

Three die when train hits auto at crossing.

Three well-known Ottawa men were killed and two others seriously injured then the car in which they were returning from the Fairmont Golf Club was struck by the C.P.R. Imperial Limited at the St. Hyacinthe street level crossing at Beemer Station in the northern part of Hull early Sunday morning.

The train was travelling slowly, but the impact was sufficient to deflect the speeding car from its course. It turned completely around and crashed into a post, hurling the five occupants to the ground.

Emergency brake was pulled back

Evidence of the train crew indicated the car was travelling at a fairly fast rate of speed and in another fraction of a second would have been safely across the track as the engine struck fairly in the rear of the auto.

Evidently, James Shedden, owner and driver of the car, caught a glimpse of the train in those awful moments before the terrible impact came, for inspection of the car wreckage after the crash showed the emergency brake had been pulled back so strongly that even the two great shocks of collision with the locomotive and post failed to release it.

"If the driver had been looking for the train he could have sighted it while he was still fifty feet from the track and while it was about a hundred and fifty yards to his left. The road leading up to the crossing had been worn smooth and slippery and there were no chains on the car to help to bring it to a stop. It is thought the driver slammed on his brakes as soon as he saw the train, and in a few terrifying seconds the car slid along the slippery highway to doom.

As the car crashed, spun around and hurtled into the post, Scharf's body was hurled fifty feet to the platform of the Beemer station, the other side of the tracks. The others were all found within ten feet of the crash. The two survivors were found together, covered by the debris of the car, and within four feet of the spot where the collision occurred.

Open Inquest Today.

The train was stopped by Engineer Kelly within two coach lengths, and the injured rushed to Sacred Heart Hospital. An inquest was opened this morning by Coroner J. A. Isabelle.

Scharf, Tierney, Shedden and Warner were all employes of the Ottawa Car Garage. Casey, one of the survivors, had been working there until recently.

The funerals will all be held Tuesday, that of Tierney at 8.30 a.m., and those of Scharf and Shedden at 1.15 p.m. and 2.30 p.m. respectively, all from their late residences.

When those who were awakened by the crash donned a few clothes and rushed to the scene, the engine of the car was still running and the lights were still on.

According to the management of the Fairmont Club, the men had been there less than half an hour after arriving there just about midnight. Casey, interviewed in hospital, explained that the party had not been premeditated, but just organized late in the evening on the spur of the moment.

Warning Bell Support.

The car, which glanced from the train to plunge into a telephone post, finally ended its wild career resting against another post a few feet from the one it first struck. A peculiar irony exists in the fact that the post which marked the last resting place of the death car was the support for the warning bell which guards the crossing.

Norman Casey, now fighting for life. In Sacred Heart Hospital, admitted one or two of the men had a glass of beer, but was positive that no one in the car was drunk. He was half asleep in the back seat of the car and knew nothing of the danger until the crash came.

He could not say if the driver had seen the train or not. Examination of the car later gave rise to the belief that Shedden, the driver, had seen the train as the hand brake was pulled back to the limit.

Car Badly Smashed.

The car was badly smashed. The train struck just behind the driver's seat on the left side. The windshield was shattered, as were the left windows. The right windows were not even cracked. All the left side, back and top was torn away.

Warner and Casey, the survivors, were seated on the right seat of the car.

Returning from the Fairmont Golf Club, near Fairy Lake, the party proceeded from the clubhouse and followed the Mountain road in to St. Joseph Boulevard, then they went along the boulevard as far as Montclair street, which they followed to St. Redempteur. From St. Redempteur they turned down Levis street and proceeded to St. Hyacinthe

It was at the C.P.R. crossing on St. Hyacinthe street between Gamelin and St. Etienne streets where the crash occurred.

They were travelling west on St. Hyacinthe street, evidently with the object of reaching Bridge street and going along this to the Chaudlere bridge, as most of them lived in the western part of the city.

The C.P.R. Imperial Limited was going north and approached them from the left side. The curve in the railroad track leading up to the crossing is slight and the party would have had an unobscured view of the track for three hundred yards had it not been for a small house on their left which reduced their field of vision to about one hundred yards. From a survey of the ground, it is apparent that the car could not have been more than fifty feet from the track when the driver saw the train, even if he noticed it as soon as it came into his range of vision.

Brake Pulled Back.

Evidently Shedden, the driver and owner of the car, saw the train, for examination after the accident showed that the emergency brake had been pulled backwards as hard as human strength could apply it. However, it is thought his momentum was too great to stop soon enough, as the road there is well-beaten and smooth and the car was not equipped with chains.

Reconstruction of the tragedy gave evidence that the car slid a little more than half-way across the track before coming to a stop or before the crashing locomotive stopped it in its fatal progress. This is deduced from the fact that the front of the car as far back as the driver's seat was not touched by the engine, but dented later by the impact with a post against which it was hurled.

Hit in the rear and left, the car swung completely around and was thrown against the signal post on the opposite side of the track from which it had been approaching. This was a distance of about only seven feet. The impact against the post threw the occupants from the car through the opening afforded when the left section of the body had been ripped away.

Dead When Found.

Scharf was thrown about fifty feet from the car, his body being picked up by Constable Sanscartier on the platform on the west side of the track and in the direction of the train's progress. He was killed instantly.

The remains of Tierney were found about eight feet away, immediately in the line of the automobile's direction. He had been flung from the doomed vehicle and plunged head first into a snowbank. He was dead when picked up and a deep impression was made where his head struck the snow.

James Shedden, the driver, who died while being rushed to the hospital, was found only four feet from the automobile on the same side of the track as his ill-fated comrades. Scharf and Tierney. He had suffered a fractured skull and internal injuries.

Warner and Casey, who were in the front and back seats on the right side of the car, the opposite one to that crashed by the locomotive, were flung out bodily as the car swung around and were picked up lying side by side, only two or three feet from the car, but covered with the debris of the smashed auto body.

Warner, Casey and Shedden, picked up by Constable Sanscartier and Constable F. Perron, were rushed to Sacred Heart Hospital, Hull, in Beauchamp's ambulance. The body of Scharf was taken to Gauthier's undertaking parlors, while the remains of Tierney were removed to Beauchamp's parlor

-- more

Flames Sweep Structure. Special to The Journal PEMBROKE. Ont.

The CNR station at Beachburg was destroyed tonight by fire which broke out about 10:15 pm from a cause ??? unknown. The station agent, Mr. Boyce, and his family, who resided in the upstairs portion of the building, were all absent from home at the time and very little of their household effects were saved, but Mr. Boyce, who arrived on the scene after the alarm was given, saved the station books and records. The building was a frame structure and most of the contents are a total loss. The village is without fire protection and though the citizens made every effort possible they were unable to stop the progress of the flame which ??? are believed to ??? in the waiting room.

16/05/1931 *Ottawa Citizen**Chalk River**Carleton Place*

Ottawa Man's Death Ruled Accidental Elmer Hueston Fatally Injured at Carleton Place. (Special to The Citizen.) ALMONTE, May 15. A verdict of accidental death was returned at an inquest held last night before Dr. A. A. Metcalfe, coroner. In the case of Elmer Hueston, of 71 Poplar street, Ottawa, who was fatally injured, and Miss Dorothy Walters, daughter of Mr. and Mrs. James Walters, William street, Carleton Place, badly cut and bruised when the car in which they were driving collided with the Pembroke local No. 558. Ottawa bound.

The accident occurred at the town line crossing Carleton Place. The car apparently was hit almost in the center and carried nearly to the William street crossing a distance of about 40 yards.

As the view of the crossing is quite open and the train might be seen for a considerable distance, the cause of the accident is yet unknown. Dr. Johnston and Dr. Mc-Ewen administered first aid and the injured were taken by C.P.R. to the Almonte hospital where Mr. Hueston died. Mr. Hueston went to Ottawa from Richmond about a year ago and was engaged in the taxi business. ---

04/07/1931 *Ottawa Citizen**Pontiac & Pacific Junction*

Push Pull and Jerk

After the Pontiac and Pacific Junction was built in 1887, the people along the road used to call it the "Push, Pull and Jerk" road on account of its roughness. Somebody else called it the Poor People's Journey (P.P.J.). The idea was that as the road was short, it was about the right length of a journey for a poor person to take. It was probably an employe of the road who started this nick-name.

P. and P.J went far to allay fears of the farmers.

When the Pontiac and Pacific Junction Railway was suggested it met opposition from farmers who were afraid of being killed at the crossings of which there were many. To calm such objections, the company's agents promised that all sorts of precautions would be taken - even to stopping the trains when a horse was seen to be nervous - it is to laugh, is it not?

Anyway, the road went ahead and was built and began to be operated. To carry out its promise to the people, the company inserted at the bottom of its timetable the following remarkable notice:

"Owing to the proximity of stage road to railway between Coulonge River and Waltham, great care must be taken to avoid accident. Safeside, (whatever that means) must be taken in all cases, even to bringing trains to a dead stop, closing cylinder cocks, stopping whistle and bell when horses are seen to be frightened."

This notice was in small type. the notice was taken by the O.T.S. from an 1894 timetable in a scrap book owned by Mr. Wm. F. Pritchard of Wyman.

04/07/1931 *Ottawa Citizen**Pontiac and Renfrew**Bristol*

Started in 1890 the railway was built from Billerica to Bristol, five miles, but it had greater plans. Iron went bad and the railway ceased to operate. Rails taken up and sold during the war.

Today we have for the first time a reference to the Pontiac and Renfrew Railway, which, some 41 years ago, was built in connection with the Bristol Iron Mines Company's operations. This company was started and operated by Ottawa men including -

Section missing.

99 years' lease of the ore lands from James Ade and John Kilroy, the owners. They were to pay a rental of \$210 to each farmer.

After some years the iron ore market went bad, and the mine was shut down.

Back to nature

After a time the fences on both sides of the right of way rotted and fell.

When war broke out the iron rails began to be in great demand. The rails were taken up and sold to the highest bidders, and eventually found their way to Europe, where the Allies made good use of them.

No Longer Exists.

Today the right of way of the old Pontiac and Renfrew road no longer exists. It has virtually become part of the two farms concerned.

It might be mentioned that some years prior to the war the mines were leased for a term of years to Ennis and Co. of Philadelphia, who operated them for a time, but did not produce much.

Are hopeful

The people of Wyman and district are now hoping that with electric power being produced in such quantities at the Chats (a few miles away) electric smelting will be available and that the Bristol iron mines may once more start up.

23/07/1931 *Ottawa Citizen**Carleton Place*

Gas-electric car makes trial run

Ottawa Car Mfg. Co. Produces first made-in-Canada vehicle of kind.

One of the most up-to-date gas electric motor rail cars, the first of its type to be manufactured in Canada, was given a trial run yesterday from Ottawa to Carleton Place and return prior to delivery to the Canadian Pacific Railway. It is a product of the Ottawa Car Manufacturing Company and is the second of four to be manufactured by them. Built with ninety per cent British Empire products, the car is the last thing in rail transportation and is designed for short runs where stops are frequent and traffic is light.

The car has a seating capacity of fifty persons. The main compartment holds thirty-six while the smoking room has seating accommodation for fourteen. The interior of the car is finished in mahogany and the baggage room is of corrugated steel. The seats in the main compartment are of green plush and in the smoking room black leather. The total length of the car is 74 feet and the width nine feet, nine inches. The engine room is at the front of the car and is separated from the baggage room by an insulated steel partition. The exhaust from the engine and the manifold is covered with asbestos while the flooring in the car is of rubber. The roof, floors and walls of the car are of special construction to keep out the cold.

One of the main features is the comfort of the passengers who are well protected from the noise of the engine and in addition, the usual smoke and dust from the steam engine is eliminated through the use of the gas electric motor. There is absolutely no vibration whatever and the production of such cars is opening up a new road to transportation. The car has a speed of 65 miles an hour and carries a crew of three men. Another feature is the "dead man control," by which the car is stopped automatically.

Hon. Thomas Ahearn, P.C., was expected on the trip but was in Montreal yesterday. Hon. Mr. Ahearn is very pleased with the car and has often said "The Ottawa Car Manufacturing Company can build anything."

There follows a list of those who made the trip.

The train crew was conductor M.P. O'Connell, trainman, J.P. Cole and pilot F.O. O'Doherty.

Breckenridge was formerly known by name of Heyworth.

--

When the Pontiac railway came in the eighties, Mr. Beemer called the station Breckenridge in honor of Andrew Breckenridge, son of the pioneer, who had done much to make the railway possible. Then, in time, the postal authority changed the name from Heyworth to Breckenridge in order to maintain uniformity of names.

--

01/08/1931 *Ottawa Journal**Beachburg**Fitzroy*

Badly Scalded In Derailment

Toronto Man in Water Street Hospital in Critical Condition.

James Henderson, aged 38, of Toronto, was seriously scalded yesterday at Fitzroy Harbor when the locomotive train of which he was in charge was derailed: Mr. Henderson is an employ of Beatty and Morrow, who are working on the Chat Falls construction work, and was operating one of the trains used in the work when the accident occurred. Henderson was deluged with scalding steam. Dr. W. R. Dowd and Dr. H. O. Law, camp doctors, attended the injured man but it was necessary to have him sent to Ottawa late last night.

He arrived in the city about five o'clock this morning and was immediately rushed, to the Ottawa General Hospital in the ambulance of Veitch and Son. 453 Parkdale avenue. He is being attended by Dr. J. Pritchard, and at a late hour this morning his condition was reported to be critical.

05/08/1931 *Ottawa Citizen**Renfrew**Fassett Lumber*

Brakeman meets death.

Foss Mill. Gordon MacDonald, aged 41, son of the late Edmond MacDonald of Chisholm, was fatally injured this morning while braking on a train operated by the Fassett Lumber Corporation a few miles south of Foss Mill. Apparently no one was present when the accident occurred. He leaves twelve children, his wife and six brothers, one sister and mother to mourn his loss. He was a member of the United Church and a member of Chisholm L.O.L. 1323.

11/08/1931 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

Pigeon crashed through locomotive headlight

Injured bird found by engineer on C.P.R. train.

It's quite an experience for any pigeon to be aboard a train, but when a pigeon is a passenger in the casing of the headlight of a locomotive travelling at seventy miles an hour, it's an adventure.

And that is exactly what happened Sunday night when a tiny pigeon broke the glass in the headlight of an Ottawa-bound C.P.R. engine in charge of C.F. Towsley, 5 Elm street. Mr. Towsley was proceeding from Vaudreuil to Vankleek Hill with his train when he noticed his headlamp flickering. He did not know the glass was broken, but decided to investigate on arrival at Vankleek Hill. He did so, and found the bird, still alive.

Mr. Towsley brought the bird into the cabin, and when he pulled into the Union Station, he placed it on the platform, but the bird could not fly, as it had been injured. The only mark of identification is a celluloid ring on its left leg. Mr. Towsley is anxious to locate the owner of the bird.

21/08/1931 *Ottawa Citizen**Montreal and Ottawa**Hull Beemer*

Excitement reigned supreme in Hull this morning - and it was not because of the provincial election campaign. Instead the Transpottine city was enveloped in smoke, three fires raging at the same time. Little actual damage, however, was reported, although thousands from Ottawa and Hull visited the various blazes on seeing the dense clouds of smoke hovering over the city.

Every available piece of apparatus at the command of the Hull fire department was put into play, while No. 2 Ottawa fire station pump was also summoned to assist in extinguishing one of the blazes.

The first call came at 11 o'clock when Hull stations No. 1 and 3 responded to an alarm from the Canadian Pacific Railway yards near the Beemer station where a large quantity of ties and logs, covered with tar had ignited. Several streams were used, but the smoke continued to ascend in large volume. The logs adjoined the Hull Electric Railway barns, but firemen prevented damage to the building by sprinkling water on it. There were also several freight cars on the tracks, neighboring the logs and ties but none took fire. The complete damage is estimated at \$500.

While the firemen were engaged in battling the blaze at the Canadian Pacific yards another call came from the Canada Cement plant, where a bush fire was in progress on its adjacent land. Chief Alphonse Tessier divided his forces, despatching a pump to the scene.

In the meantime a third summons was received to extinguish a bush fire on the Canadian Pacific Railway property near the Prince of Wales bridge, Aylmer road. No. 2 station Ottawa responded to the latest alarm, reporting no damage at all.

The voluminous clouds of smoke could be seen in practically every section, and hundreds called The Citizen to ascertain the whereabouts of the blazes.

22/08/1931 *Ottawa Citizen**Ottawa and Prescott**Gloucester*

Much whistling of train as it came in.

The building of the Bytown and Prescott Railway between 1852 and 1854 is remembered by Mr. A.A. Blyth. When the road was started in 1852, Mr. Blyth was less than five years of age, but the fact that the road was being worked on less than a quarter mile from his home in Gloucester served to make his memory clear on the subject.

Mr. Blyth's father had a horse and cart on the job. The horse was driven by one Joe Lauzon, long since departed.

The day the first passenger train made its official entry into Ottawa, Mr. Blyth was about six years of age. He remembers the great amount of whistling the engine did as it neared Ottawa.

Not far from the Blyth home was a deep cutting called Smith's cut (William Smith).

Every winter, from the start of the road, the trains used to have trouble at Smith cut. At the start there were no snow plows and the cuts had to be shovelled out when they got blocked.

Sometimes when the road got badly blocked after a blizzard, the Imperial authorities used to send the regular soldiers out in force to shovel the road out.

23/09/1931 *Ottawa Citizen**Alexandria**Acres Side Road*

Highway Blocked. Highway No. 34. between Alexandria and Lancaster, was blocked for four hours last night when four large cedar trees were torn out by the wind and fell across the road. The water tank at the station at Alexandria was struck by lightning and some of the boards split but no serious damage was done.

23/11/1931 *Ottawa Citizen**L'Orignal**Rockland*

Rockland. Close call at crossing.

Three passengers of an automobile escaped death or serious injury by inches near here about 10 o'clock Saturday night when their car was grazed by the Ottawa-Montreal C.N.R. train. According to witnesses, the train just touched the rear mudguard of the car and caused it to go from one side of the road to the other before the driver could regain control. The names of the passengers in the car were not secured.

Former Aylmer man writes the O.T.S from California.

While on a visit to Ottawa, Ont., this summer I read quite a lot of Old Time Stuff in July 4th, Saturday's Citizen about the old Pontiac Railway and Billerica and also the old branch to the Iron Mines from Billerica which is Wyman's station on the P.P.J. Ry.

That prompted me to write an account of the old Gatineau Railway and make a sketch of an old engine that I fired and ran on the Gatineau Railway and also the building of the road from Gatineau Jct. to Mark's Crossing from 1st of April, 1891 to late in the fall of 1893. The little instances are just as I remember them and when I look back and think over those old times I recall that everyone worked hard and faithfully. We were all happy and I can say I missed their friendship after I got away from there. I worked under John Ryan, first superintendent of construction and J.R. Brennan who took Ryan's place. We were all like one big family, so it was not because I could not get along with the old Gatineau that I left. I had a good record there but I wanted to get away from those cold winters and snow plow trips, so I quit the G.V. R. in 1893 and the P.P.J. Ry. in 1894 and left Canada for California to try the Southern Pacific Railway and so I have been with this company now since August 1895, also with a clear record.

Some time I will write an account of the old P.P.J. Ry and the Pontiac Renfrew Railway, that is the one to the Iron Mines at Bristol, Que.

I have visited dear old Canada several times since I left there.

My uncle is Mr. Herbert A. Pangborn, of Rockland, Ontario.

In reading the poem of the Stag Creek Wreck, I notice the name of Clemmon Hammond. There was no brakeman of that name on the G.V.R. all the time I worked there. Hugh McCann was Bill Blakeley's partner. McCann was braking ahead, but it was raining hard at the time and Blakeley asked McCann to trade places with him as he had no rubber coat and his clothes were wet so he wanted to ride the engine to try and dry his clothes in the cab while McCann had on a rubber coat. So they traded places and poor Blakeley of Aylmer, Que., met his fate and McCann was still alive on July 7th this summer. I correct that fireman's name, it should be Maher.

E.W.J. Pangborn

Memories of the G.V.R.

Mr. Pangborn's reminiscences follow.

Mr. Pangborn tells us that the Gatineau road at the outset had various names. One of the nicknames was "Old and Gloomy and Very Rough."

A road up the Gatineau was talked about from 1885, but it was 1889 before construction was started by H.J. Beemer who had built most of the Quebec and Lake St. John Railway.

The first engine with construction trains to appear on the scene was H.J.B. No.7. Mr. Richards was engineer, Dominic Lapointe, fireman, A. Robidoux, conductor and Albert Manville, brakeman. Work was started late in the fall but by Christmas the construction crew had over 15 miles of the road constructed. About Christmas time, Engineer Richards, owing to ill health, asked to be relieved of the job. He said that if he was not relieved, "they could send a coffin for him."

Mr. Beemer sent W. McFall from the P. and P.J. road and Mr. Richards was relieved.

Work was hard.

Work on the road was very hard. As the track was laid on top of hard earth the construction engine had a rough time of it.

On April 1st, 1891, Mr. Pangborn was sent to the G.V.R. from the P. and P.J. His engine was the "Pontiac". All engines in those days had names. She was a 36 ton engine with driving wheels 5 feet 3 inches in size. Mr. Pangborn's construction train was to look after track laying. His first job was to fix up the washouts and soft spots between Chelsea and Cascades.

While working on this section the train crew stopped at Smith's Hotel, between LaCharite and Farm Point.

A Tough Week

For one whole week in April it rained continuously and no work could be done.

The crew had to stick to the hotel all the time. As the hotel had no lights except candles they had to go to bed very early. During the whole week they never saw a newspaper and life was pretty monotonous.

Joke on Brakeman.

The brakeman of the train was a Cascades youth, Mr. Pangborn recalls that Conductor Manville, during that week, "broke him" (the Cascades lad) by telling him to fill all the train lanterns with "red lantern oil," and of course he "got the laugh" everywhere he went.

George Christopher was foreman of the track gang. The track gang reached Wakefield by the end of April.

Progress opposed

Above Wakefield the track layers had a bit of excitement. When they got up as far as Phil Earle's they had a right-of-way battle. The passage of the track was contested by farmers with pitchforks, etc., but the train crew, by force of numbers, took down the fences and finally the farmers decided not to resist any more, but to proceed to the law courts.

Bit of excitement.

By the time the road had got to the graveling stage the farmers had changed their attitude. One day a party of young people visited the construction train, climbed onto the engine, got into the cab and on top of the cab and had a good time generally. Some of the names of the party which Mr. Pangborn recalls were Duncan Giles, Charles Lamb, Dave Dick, Jack Laydon, the two Misses Earle, Miss Ash, Miss Laydon. The young men, except one, worked in McLafren's woollen mill, on the Peche River. Dave Dick clerked in George Patterson's general store.

Off the track.

On the trip the party of visitors had a bit of excitement. When about a mile from Wakefield on the way back (running backwards, there not being a turntable) the train derailed in the soft gravel. Fortunately nobody was hurt as the train was only moving at about five miles per hour.

The young ladies who were riding in the cab screamed and clung to the engineer and fireman for protection, and of course they did not object as the ladies were pretty. The engineer was Ned Pangborn; the fireman was Jack McGaskill.

To calm the ladies.

Conductor Manville, who was on the caboose, came to the engine and by way of calming the guests said gaily "What are you stopping here for Ed?"

Mr. Pangborn replied: "It's as good a place as any. Its near the village and near a church."

After a time the train was got back on the track but it was midnight before the party reached their homes.

More Serious.

Shortly after this incident this same engine backing with 15 cars of gravel from the pit, going north jumped the track right in front of McLaren's general store in Wakefield.

The thing happened about 10 a.m. The back end of the tank car struck the telegraph pole in front of Ardiss' harness shop. The hitting of the pole kept the train from going into the Peche river. A track had to be built under the derailed engine to get it back onto the track again.

Took the Fever.

In November 1891, Mr. Pangborn took typhoid fever and had to be taken to his home in Aylmer. Saul Wilson, a C.P.R. engineer, was hired to take his place. On November 16, 1892, Saul Wilson was killed in the Stag Creek wreck.

Up at Farrelton.

By that date the track had reached Farrelton and preparations were made to put on a passenger train. This train was manned by William McFall, engineer, Dave Rice (later an Ottawa Alderman) fireman, A.H. Van Camp, conductor. Mr. Pangborn thinks the brakemen were Johnny O'Donnell and Joe Rice.

By May 1, 1892, the gravel trains again started at full blast. All hands stayed at Mrs. McCaffrey's hotel for about four months. A gravel pit was opened at Farrelton and the G.V.R. opened a commissary store. Mr. McParc was the store keeper. Mr. Sam Allen was the first agent. Farrelton then consisted of a hotel and general store, the latter run by Farrel and Rice.

Skillen's Pit.

A little later a gravel pit was opened at Brennan's Hill. It was called Skillen's Pit. Gravel trains from that pit were run as far as Kazabazua.

In November 1892, Mr. Pangborn returned to the P.& P.J. Ry. owing to reduction of trains on the G.V.R. for the winter. Just before he left the headquarters of operations was at Venosta. He stayed at Mrs. Heffernan's hote. At that time he had Erasmus Earle as fireman.

Too Much Pork

Mr.Pangborn tells that one time his father, G.W. Pangborn of Aylmer, who was master mechanic of the G.V.R. came up to Venosta to look over the rolling stock and have a visit with his son. While there he met Conductor Tim Brennan, an old friend.

"How are you getting on, Tim?" he asked.

"Fine", said Tim, "only I am getting so much salt port up here that I am ashamed to look a pig in the face".

The balance of Mr. Pangborn's interesting story is held over till next issue.

05/12/1931 Ottawa Citizen Maniwaki

The Stag Creek Wreck and other Gatineau Valley Tales.

In continuing his reminiscences of the building of the Gatineau Valley Railway, Engineer Edw. Pangborn refers to the Stag Creek wreck which occurred Nov. 16 1892.

Three were killed in that wreck, viz. Saul Wilson, Billy Blakeley and Dick Maher.

The train was composed of two engines and fifteen flat cars of gravel. The P.& P.J. engine No. 4 (Hon R.L. Church) was pulling the train and the C.P.R. No. 4 was pushing. It had been raining and the soil had become loosened. When the train struck the soft spot it jumped the track and the front engine and twelve cars became piled up. The three men were buried underneath the wreck. As the C.P.R. engine did not go off the track the crew were saved. It took several days to clear away the debris.

Saul Wilson, who was killed, was the engineer of P.& P.J. No. 4, Dick Maher was his fireman and Billy Blakeley was brakeman.

Lost Her Bell

Mr. Pangborn mentions the fact that P.& P.J. No. 4 lost her bell in the wreck and it was never found. This bell had come off the old engine "Pontiac No. 1" and was a nice sounding bell - very much like a church bell.

Put up Fences.

Mr. Pangborn tells that in many places above Kirk's Ferry the railway crossed and ran very close to the highway. In fact it ran so very close that the company built high fences between the railway and the road in order that the teams of the farmers might not be frightened by the nearness of the trains.

In some places the highway was above the railroad. In such places the fences had to be very high.

How about Brookdale?

Mr. Pangborn tells that when he was working around Low station he often thought Low should have been called Brookdale or Brookvale in honor of Caleb Brooks, who was the leading citizen and pioneer of that locality.

In Nov. 1892 Mr. Pangborn left the G.V.R. temporarily. The track was then about five miles north of Venosta. He returned in the spring of 1893 and continued in track laying work from Kazabazua on to Mark's Crossing. During the summer of 1893 the engine crews stayed at Ben Reid's hotel in Aylwin and at the railway's boarding house at Kazabazua.

The passenger trains then ran as far as Kazabazua. William McFall was engineer and Dave Rice fireman. The engine was No. 3, O. & G.V. Harry Heath was conductor, Jack McPherson was station agent.

Engineer McFall

It is told regretfully by Mr. Pangborn that Engineer McFall was killed by his train running into a washout between North Wakefield and Farrelton. The engine plunged into the Gatineau river,

For the benefit of present day railway men, Mr. Pangborn mentions the fact that the engineers at that time received only \$2.50 per day, and the firemen \$1.25 per day. Very little overtime was allowed. The engine crews had to keep up their own engine repairs.

Supt. of Construction.

At that period J.R. Brennan was superintendent of construction. Toby Brennan was foreman of track lifting, Malcolm Graham was foreman of bridge carpenters, Jim Donovan, Jack Campbell and J. Bailey were car inspectors.

Death of Harry Heath

The sad death of Conductor Harry Heath is recorded by Mr. Pangborn. Mr. Heath died suddenly one night about 1896 while on an up trip. Heart disease was the cause.

Mr. Heath was followed by Sam Kenney and later by "Dug" Hoolihan.

In the spring of 1895 Mr. Pangborn got the California fever, went south, and has been living there ever since. But he has not lost his interest in the Ottawa district as his letter shows.

Ten Injured As Trains Collide Nearing Ottawa

Canadian National Crashes Into Rear of Canadian Pacific in Laurier Ave. Yards Last Night.

Four of Injured Are In Civic Hospital

Flin Flon Wrestler's Skull Fractured. Fire Chief Lemieux Hurt.

Ten persons, nine of them residents of Ottawa, were injured about 9.15 o'clock last night in a rear end collision of the Canadian National and Canadian Pacific Montreal to Vancouver crack trains in the Laurier avenue yards.

Of the injured, four are in the Civic Hospital, Victor Anderson wrestler, of Flin Flon, Manitoba, is the most seriously hurt, his skull being fractured. Fire Chief J. E. Lemieux of Ottawa is among those hurt and is confined to his home.

Fortunately the trains were travelling at a slow rate of speed as they entered the Laurier avenue yard, otherwise the list of injured might have been more lengthy. Three coaches of the Canadian Pacific train and two coaches and the engine of the Canadian National were damaged. The observation car of the Canadian Pacific was lifted off the tracks when the Canadian National engine struck it.

C. M. Pattie of Ottawa, brakeman of the Canadian Pacific train, who jumped from the rear platform of his train when the crash occurred was slightly injured, and was able to go to his home.

The Injured.

Victor Anderson, Wrestler, Flin Flon, Manitoba, fractured skull; in Civic Hospital.

Fire Chief J. E. Lemieux, Ottawa, slight cut and bruise to head and sprained shoulder.

Mrs. Francis Brown, 509 Bay street, badly injured shoulder and face injuries; in Civic Hospital.

A. E. Corrigan, 301 Laurier avenue east, possibly three fractured ribs and injuries to shoulder, foot and head.

Hilton C. Hogarth, 124 Fourth avenue, slight shock.

Police Constable Thomas Emerson, Ottawa, head and hip injuries.

C. T. Burgess, C.N.R. trainman, 152 Glenora avenue, injured shoulder; in Civic Hospital. ; Miss Edith Foster, 269 Slater street, face injuries and shock; in Civic Hospital.

Brakeman C. M. Pattie, 1250 Wellington street, bruises and shock.

John H. Morehouse, 123 Powell avenue, bruises and shock.

Both trains left Montreal at 7.15 o'clock last night. The Canadian Pacific was scheduled to arrive here at 9.15 o'clock, and the Canadian National at 9.16 o'clock. There is no rule, officials state, as to which train should enter the station first.

At Deep Cut, about a mile outside of the station, the trains leave their respective tracks at a switch and come in on the single main line, the Canadian Pacific entering the main line first last night. The Canadian National follows in on the line, and then at Laurier avenue bridge the trains are switched again to separate tracks.

It was between the switch and the Deep Cut and the switch at Laurier avenue bridge that the collision occurred. Engineer H. H. Legate of Ottawa, who was driving the Canadian National, was suddenly confronted with a blanket of steam from the Canadian Pacific train ahead of him. He apparently did not realize he was so near the train ahead of him, and before he could get his bearings his train had crashed into the rear of the other one.

Immediately there was confusion aboard both trains. Passengers were flung from their seats and those who were preparing to leave the trains as they were pulling into the station were thrown forcibly to the floors of the coaches.

Both trains were brought to an immediate stop and officials of both companies commenced checking up on the injured and seeing that they were properly cared for. Dr. F. W. MacKinnon attended most of those hurt. The injured in hospital were taken to the institution in motor cars furnished by the railway companies.

There were only two passengers in the observation car of the Canadian Pacific train. A. E. Corrigan and Hilton C. Hogarth. Mr. Corrigan was putting on his rubbers when the crash came. He was not thrown to the floor, but was struck by two chairs, which were hurtled from their positions by the force of the impact.

Mr. Hogarth was standing in the car talking to Mr. Corrigan at the time of the crash, He was thrown along the aisle of the car and was struck by flying chairs.

In Coachee Ahead.

The rest of the injured passengers were in the two coaches ahead of the observation car and were flung in various directions.

Just a minute or two prior to the crash there were about fifteen passengers in the observation car, but they went into the parlor car ahead and probably escaped more serious injury. Victor Anderson, whose skull was fractured, suffered this injury when he was thrown heavily against the arm of a chair.

Fire Chief Lemieux, who was returning from, Quebec, was in the smoking compartment of one of the first class coaches and as the train was nearing the station got up to leave. He doesn't know what happened except that he was knocked unconscious.

G. T. Burgess, trainman on the Canadian National train, was injured. His shoulder was severely hurt and an X-ray is being taken to ascertain the exact nature of the injury. According to Dr. MacKinnon, the injury is a very painful one.

Official Investigation.

An official investigation of the crash was instituted last night and a report will be issued some time today.

Both trains left for Vancouver last night after the damaged coaches had been replaced and another engine put on the Canadian National train. The C.P.R. left here at 10.40 o'clock and the C.N.R. at 11.05 o'clock, The Canadian Pacific train was in charge of Conductor J. A. Gamble, Ottawa, with Engineer Frank Towsley, Ottawa. The Canadian National conductor was George Byers, Ottawa, with Engineer H. H. Legate.

Chief Knocked Out.

Fire Chief J. E. Lemieux of Ottawa, who was returning from the funeral of the late Fire Chief Donnelly of Quebec, told The Citizen that he was completely knocked out from the force of the collision.

"I was in the smoking compartment of one of the first class coaches about two cars from the rear of the CPR. train. As the train was nearing the station, I got up to leave the compartment when the shock came. After that, I don't know what happened, but when I came to my senses I found myself on the floor at the rear end of the corridor leading to the main part of the car. I had been knocked backwards the whole length of the corridor. I must have hit my head against one of the partitions, for my forehead was bruised and the skin was cut. Fortunately my hurts are not serious and, except for the lump on my head and a slightly sprained shoulder caused by my fall, I expect to be all right in the morning. I feel good and sore at present though.

"When we got into the station I was treated by the doctor who examined my shoulder and applied iodine to the cut on my head. Among the others in the waiting room to which I was taken. I noticed two young ladies, one of whom had evidently had her teeth loosened, but no one appeared seriously hurt.

Struck by Chairs.

A. E. Corrigan, 301 Laurier avenue east, when interviewed by The Citizen last night stated that, he was returning to Ottawa on the CPR train from Montreal. "I was sitting in the observation car about two chairs from the front of the car when the accident occurred," said Mr. Corrigan. "I was talking to Mr. Hogarth and was in the act of putting on my overshoes. All the other passengers in the car, numbering about fourteen or fifteen, had left the observation car when the train was about a mile out from Ottawa to get their overcoats, etc in preparation to getting off at the station.

"I would have been out of the car too, if it had not been for the kindness of the conductor in bringing me my coat and overshoes. He left them with me and returned to other parts of the train. I was sitting in the chair fastening my overshoe when the crash came. It was a lucky thing for me that I was not at the rear of the observation car, for if I had been I think I would have been killed outright, although I thought I was gone anyway. It all happened so suddenly that it was over in a minute.

"The force of the crash did not knock me off my chair, but I found myself with two chairs on top of me. I saw the engine coming through the rear of the coach, but the thing happened so suddenly that I was buried beneath the chairs before I knew what it was all about. The steam from the engine was so thick in the car that I could see nothing. Thinking that the car would take fire anytime I hurriedly threw the chairs off and made my way towards the front of the train. For an instant I thought I was gone, but I consider that I escaped very fortunately.

"The observation car was detached from the train following the crash and the rest of the train moved into the station. There I was brought into the station waiting room and Dr. MacKinnon looked at my injuries. I was then put into a taxi and taken to my home."

Mr. Corrigan is suffering from three possibly fractured ribs, injuries to his foot, shoulder and the side of his head. He is being attended by Dr. G. E. Grondin, the family physician. When seen by The Citizen Mr. Corrigan was sitting in the living room of his home after being examined by his doctor.

Hilton C. Hogarth, 124 Fourth avenue, who together with Mr. Corrigan, were the only occupants of the observation car at the time, said he was standing in the doorway of the smoking compartment having got up to get his coat. He had stopped to speak to Mr. Corrigan, who was sitting in a chair putting on his rubbers when he noticed through the rear windows of the car an approaching engine.

"I thought it was getting pretty close," said Mr. Hogarth, "but I did not have any thought of a collision. I looked away for a second or two when suddenly the crash came and found myself face downwards on the floor of the car with the chairs on top of me. As I did not feel particularly hurt I soon picked myself up and found I had been thrown up the aisle of the car. There were no passengers sitting at the rear. If there had been they would have been killed. There was, however, a trainman on the steps but what happened to him I don't know. I have no injuries but am suffering slightly from shock.

"The damaged car was uncoupled and we came into the Union Station with the train."

Thrown Over Seats.

Still wondering what happened to him, Police Constable Thomas Emerson of the city force is at his home nursing a painfully injured hip and a bump on his head, results of the collision. He said that he was on the C.P.R. train in a coach next a sleeper and noticing that the train was about to pull into the station stood up and was putting on his coat and hat. "There was a crash and I must have been thrown over the seats to the end of the car," he said. Constable Emerson was stunned and could not recall what happened but thought that he must have struck his hip possibly against a door. Dr. F. W. MacKinnon later visited him at his home but Emerson made light of his injuries.

While officials stated that the cause of the accident was not known and would not be ascertained at least until an official inquiry is held it is understood that the C.P.R. train was hidden from the view of the engineer piloting the C.N.R. by a cloud of steam which extended about a hundred yards behind the rear of this train. The large locomotive, in the crash, tore its way into the end of the observation car as far as the rear truck, ripping the steel body open as if it was constructed of cardboard. The car was then raised up off the truck onto the front of the locomotive. None of the passenger coaches on the C.N.R. train were derailed and were hauled into the station by another locomotive.

In the darkness there were few beyond the passengers and railway employes who were aware of the crash. No large crowd gathered around the scene of the wreck. As the accident occurred about opposite the end of Cooper street where there are several tracks leading from the station to where the lines branch off at Echo drive, no railway tieup resulted.

21/12/1931 Ottawa Journal

Beachburg

Fitzroy Harbor

Crushed by Crane Worker is Killed At Fitzroy Harbor

Thomas Wheeley, 40, Dies instantly when Trapped Between Machine and Log.

When his head was caught between a projecting log on a flat-car and a steam crane Thomas Wheeley, 40 years old of Fitzroy Harbor, and an employe of the firm of Morrow and Beatty at the Chats falls development works on the Ottawa river, was instantly killed at 10.30 o'clock on Saturday morning.

He was assisting Euclid Gaudet, another employe of the firm, who was handling a crane. The machinery was being moved under its own power to a flat car where it was to unload lumber. In accordance with his duty Gaudet was reaching down with his foot to couple the crane to the flat-car when, it was stated, Wheeley jumped to between the two pieces of rolling stock to couple them with his hands. His head was caught by the projecting lumber and crushed against the aid of the crane. Rev. Fether Bambrick administered the last rites of the church.

Dr. A. Bondfield, camp physician, was called at once, but found that death was instantaneous. Dr. Richard Dowd, the company doctor in the district, was also notified and informed Dr. A. B. Hyndman, at Carp, coroner for the district. Dr. Hyndman opened an inquest on Saturday at the works and adjourned the hearing until Tuesday evening when evidence will be taken at Fitzroy.

The body was taken to Arnprior after the accident and was sent on Sunday to Chapeau, Quebec where interment will take place.

Thomas Wheeley was born at Chichester, Pontiac County, 40 years ago, son of the late Mr. and Mrs. William Wheeley. He had been working for the Morrow and Beatty construction firm for the past two years and was popular with all who knew him. He was a member of the K. of C.

Mr. Wheeley is survived by his widow, formerly Rose Daniel, daughter of Mr. and Mrs. Joseph Daniel, of Chapeau, Quebec, three children of tender years; three brothers, William, Edward and Charles, a sister, Abbie and two half-sisters, Gertrude and Bertha.