

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.

12/01/1931 *Ottawa Citizen*

Alexandria

Ottawa Union

There is considerable construction work being undertaken at the Union Station. The new glass-enclosed gates at the entrance to trains are rapidly nearing completion. The iron structure has already been erected and part of the glass has been installed. In addition, new marble steps are being constructed to replace those leading to the ground level, and the canopy over the main entrance to the station is being repaired.

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.

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.

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 iller. 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.

31/01/1931 *Ottawa Citizen**Canada Atlantic*

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.

31/01/1931 *Ottawa Citizen**Canada Atlantic*

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.

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.

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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.

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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 employees 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 Chaudiere 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

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12/02/1931 Winchester Press New York Central Cornwall

Cornwall Man Disappeared is now thought that Percy R. Fawthrop, manager of the Fawthrop brothers' store at Cornwall, who left his home Monday morning at 8 o'clock and has not been seen since, fell into the St. Lawrence river from the center span of the N.Y.C. railway bridge. Footprints leading to the bridge were investigated.

13/02/1931 Ottawa Journal Winchester Smiths Falls

Conductor Hurt in Smiths Falls

Smiths Falls, Ont., Feb. 12 - stepping off the rear coach of the C.P.R. Montreal-Toronto train no. 37, as it pulled into the station at noon today from Montreal, J. A. Garrett well-known local conductor, slipped and fell to the station platform, receiving injuries which necessitated his later removal to the Smiths Falls hospital. He sustained a fractured shoulder and severe facial cuts in the mishap.

Tonight he was reported to be resting comfortably and his condition, while serious, is not dangerous.

The mishap today was much the same as that which occurred some months ago, which cost Elsworth Weldmark, another conductor, his life.

17/02/1931 Ottawa Citizen Montreal and Ottawa Hull

Gates at Four Crossings Are Recommended

Jury Inquiring Into Deaths of Three Ottawa Men in Hull Holds No One Criminally Responsible.

Presume Auto Driver Failed to See Train

P. B. Mellon, Jr., Eye-Witness to Tragedy, Tried to Prevent Crash.

Declaring that no one could be held criminally responsible for the crossing at St. Hyacinthe street Hull, on February 8, when three Ottawa residents were killed when the automobile in which they were riding was struck by a train and two others were seriously injured, a coroner's jury last evening rendered a verdict of accidental death.

A strong recommendation was made by the jury that the Canadian Pacific Railway Company install gates at the four level crossings situated between Ottawa and Beemer station. The crossings are at St. Florent, St. Henri, St. Hyacinthe and St. Redempteur streets.

The inquest was held at Gauthier's undertaking parlors, Hull, and was presided over by Dr. Joseph Isabelle, coroner for Hull district. Only four witnesses were heard. The engineer and fireman of the train an eye-witness of the accident, Peter B. Mellon, Jr., of 99 Gilmour street, Ottawa, and J. E. McCann, 191 Fourth avenue, Ottawa, who was called for identification of the bodies.

Due to the fact that the three men were killed in the same accident, it was only necessary to hold the inquest on one of the victims. Those who lost their lives in the accident were: Oswald Scharf, 340 Clemow avenue; James Tierney, 76 Spruce street, and James Shedden, 12 Java street. The two injured, John Ross Warner, 183 Bay street and Norman Casey, 179 Percy street, are still in the Sacred Heart Hospital recovering from their injuries. The accident occurred when the party was returning from the Fairmont Golf Club, Mountain road. Shedden was driving the car and it was presumed that he did not see the train approach the crossing.

Travelling Slowly

Patrick Kelly, 273 Bayswater avenue, locomotive engineer, who was in charge of the train, stated that on Sunday morning at 1.16 o'clock he was in charge of the Imperial Limited train as it left Union Station. The train was six minutes late. He said he did not see the car until it reached the crossing. The witness testified that the train, which was composed of 12 coaches, was not travelling at more than 8 or 10 miles an hour. The engineer said, that before approaching the four crossings he blew the whistle and sounded the train bell. When the accident occurred he applied the brakes and the train was stopped in less than 250 feet.

W. R. Creighton, 123 Bayswater avenue, Ottawa, the locomotive fireman, corroborated Mr. Kelly's evidence.

Eye-witness Evidence.

P. B. Mellon, Jr., was the last witness heard, He related that he was driving a car on St. Hyacinthe street and when he approached the crossing he heard the whistle of a train. He stopped his car and suddenly he saw an automobile approaching the crossing. The witness said that this automobile was proceeding at a speed which he estimated was of about 20 to 25 miles an hour. He first thought the car would stop but when he saw that it was continuing its way, he flashed his headlights in order to prevent the accident and also sounded the horn, but the train struck the back of the automobile. Mr. Mellon also stated that in his opinion the train was not going at more than 10 miles an hour.

The jury rendered its verdict without deliberating. The jury was composed of J. C. Goulet, J. B. Chantigny, Romeo Seguin, A. Gagnon, Omer Gregoire and J. B. Michon. Crown Attorney J. A. Parent, K.C., questioned the witnesses and Philip Foran represented the interests of the Canadian Pacific Railway Company.

28/02/1931 Ottawa Citizen Ottawa and Prescott

The Bytown-Prescott Excursion Train in 1860, Broke in Half

Front Half of Train from Ottawa Ran Six Miles Before the Loss of the Rear Half Was Discovered. Conductor Was in Front of Train and Did Not Know of Mishap. Passengers Came to See Prince of Wales.

When it was given out that Albert Edward, Prince of Wales, was to visit Ottawa in the year 1860, the Bytown and Prescott Railway planned a big excursion for one of the days. Cheap return rates were announced from all stations between Prescott and Ottawa.

The day came and a very long train started from Prescott soon after daylight. It gathered passengers at every station. By the time the train reached Ottawa, people were standing in the aisles.

The excursionists were given a long day here, the return start being made somewhere about 10 p.m.

Train Split.

All went well till the train had reached a point about half way between Ottawa and Kemptonville, when a coupling pin about the middle of the train worked loose and came out. The rear part of the train soon came to a stop. The passengers in the front car looked out, but the front half of the train was not in sight. The word soon spread through the rear half of the train, and of course there was excitement. The excursionists began to get out of the cars.

Conductor In Front.

When the train broke in half the conductor had been in the front of the train, working on his tickets and consequently did not know that the train had broken.

As soon as he had finished with his tickets the conductor walked back through the train. When he opened the last door he was naturally surprised and at once rang for the train to stop.

In Search of Rear.

Then the train began to back up in search of the rear half. The front half had to go back six miles before it rounded the rear half.

This story is narrated by Mr. Lanty Johnston, whose uncle, Lancelot Johnston of Kemptonville was a passenger on the train.

BEACHBURG STATION DESTROYED BY FIRE
 Agent and family Absent as Flames Sweep Structure

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 so far 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 have originated in the waiting room.

12/03/1931 *Winchester Press**New York Central*

Bessins were closed all day Monday because of the heavy storm. Hy, was spending the week-end in the city and was unable to return to Winchester, when the New York Central train leaving Ottawa at 7.55 a.m. was forced to return at 12.30 after it was unable to penetrate a drift only six miles from Ottawa.

25/03/1931 *Ottawa Journal**Winchester**Smiths Falls*

Smiths Falls man wins \$5,905 prize

Harold Cummings held pasteboard on Irish Sweepstakes.

Smiths Falls, Ont, March 24th. - Lady Luck bestowed an affectionate pat on the back of a well-known Smith Falls railroader today when Harold Cummings, arrived at the Bedell station on his way to Smiths Falls, as a member of a freight train crew, was handed a telegram which notified him that he had won a prize of \$5,905 with a ticket he held on the Irish Sweepstakes. The message was brief and contained only the information noted above but friends here are of the opinion that the ticket may yet be more valuable than the telegram would indicate.

The touch of Dame Fortune's hand came as a complete surprise to Mr. Cummings, who purchased the ticket here without a thought of winning. He says he has always bought tickets when the proceeds were devoted to a worthy cause and that his lucky pasteboard was purchased almost from force of habit.

Mr. Cummings' lucky draw was good news to his many friends here and he was today receiving congratulations on all sides.

Engineer Charrier Had Name on Cab Was an "Honor" Driven on C. P. R.Y. Took Out First Train on The Fast "Trans-Canada" As a Boy Hung Around Station and Yard at Point Levis and Patted Driving Wheels of Engines and Dreamed of Day When He Would be Able to Run One. Later Loved His Engine as He Would a Child.

ONE of the best known of the retired railroad engineers is Michael H. Charrier, of 34 Spadina avenue. Mr. Charrier had 48 years of railroad service. Thirty of those years he put in at the throttle of fast passenger engines. Michael Charrier began his career as an engine cleaner with the Grand Trunk Railway at Point Levis, Que., but the bulk of his service has been with the C.P.R. both east and west of Ottawa. .

Mr. Charrier first put his hands on an engine in a sort of possessional way when he was only 17 years of age. That was back In 1872. At that time young Charrier's father was a porter in the yards at Levis, and the boy had thus opportunities to be around where the pulsing engines were. From the first time the lad saw an engine he made up his mind to be an engineer and control one some day. He looked up with respect and admiration at the engineers as they went by him in their overalls and peaked caps. What great men these must be, he thought, to be able to make big engines go and stop at will.

Let Go Into the Cab, Boy Made His Resolve

One day when he was eight years of age he induced a kindly engineer to let him get into the cab of his engine for a few minutes. What a proud moment that was for the boy.

After that the boy often went up to the driving wheels of the standing locomotives, patted them lovingly and dreamed dreams of what would be when he was a man.

When he was 17 young Charrier went to the master mechanic and applied for a job as oiler. There was no job open at the time. The lad then asked if he might "help around" for nothing, on the chance of getting the next job that opened.

The master mechanic laughed and agreed. With joy in his heart the boy ran down to the round house, proclaimed the good news to the locomotive foreman and asked for an engine to clean. He was told to go and get instructions from one of the paid oilers who were at work.

We will pass over Mr. Charrier's early career as it was spent In the province of Quebec.

On C.P.R. Construction

In 1883 we find Michael Charrier a full fledged engineer on a C.P.R. construction train between North Bay and Sudbury.

At that time North Bay was not on the map. There were no regular houses. Mr. Wellington, the contractor, had a log building where he boarded his men. This building the C.P.R. also used as a station.

Cold Work

Mr. Charrier spent six winter months between North Bay and Sudbury pulling the construction train. During that six months, he and his fireman, Leo Beauchamp, made the cab of the engine their home. They both slept and ate there. The cab was the warmest spot there was for many miles around.

It was a lonesome sort of a job they had. All they saw was the thin strip of railroad right of way, bordered on each side by high pines. The road had been cut in an almost straight line through the wilderness.

Land Was Cheap Then

Mr. Charrier says that at that time he and his fireman could have bought the whole of the present site of North Bay for a very small sum. At that time there was not a whisper about mining.

At the end of six months Engineer Charrier tired greatly of pine forests and asked the C.P.R. to accept his resignation. Instead of letting him go the company brought Mr. Charrier back to Ottawa and put him on a passenger train on the North Shore between Ottawa and Montreal.

On the Trans-Canada

Mr. Charrier continued with the C.P.R. In 1918 we find him taking out of Ottawa the first fast train on the famous "trans-Canada" service of the C.P.R. His run was Ottawa to Chalk River.

Mr. Charrier so impressed his quality as an engineer on his superiors that he was named as one of those engineers who were entitled to have their names emblazoned in gold letters on the sides of their cabs.

Many years ago the C.P.R. started a system of thus honoring its quality engineers who safely made some fast run when called upon to do so, or who rendered the company valuable service in other direction. Freedom for years from avoidable accidents, and a good general reputation often brought the honor of "name on the cab."

Engineers who obtained this honor were vastly proud of it. That was in the days when engineers always had the same engine, and cared for it as they would a pet child.

It is told that in those old days engineers were so fond of their engines, (which they regarded as their own) that they would spend half their spare time around their engines at the roundhouse, supervising the cleaning, and tightening processes.

Probably present day engineers would have the same love of their engines and potter around them in the same way, but for the fact that engines are no longer "personal" engines. About 15 years ago, the C.P.R. inaugurated the "chain-gang" or "first in-first out" system whereby engines ceased to be run by the same man. By the "chain-gang" system the company was enabled to make an engine do more trips and then save on the number of engines required.

Today, to an engineer an engine is merely an engine, no matter how big or fast It may be. It hasn't a personality like it used to have.

Engineer Charrier has had many interesting personal experiences during his 48 years of railroading.

In 1893 Mr. Charrier had the experience of being at the throttle of the engine that hauled the special train which brought Lord and Lady Aberdeen from Montreal to Ottawa. At the end of the trip Lord Aberdeen saw the conductor, Mr. Victor Boisvert and Engineer Charrier and thanked them for the safe and delightful trip he had had. A few days later Supt. H. B. Spencer handed the conductor, engineer and fireman each a substantial financial recognition which Lord Aberdeen had sent them.

A peculiar feature of Mr. Charrier's career is that since ho was superannuated some 9 years ago, he has never been on an engine or around a roundhouse.

"When I retired," he said, "I retired. I loved the work while I was at it But when they superannuated me, I put engines and trains out of my mind.

Yet my happiest memories are those of my early days of railroading. Perhaps the happiest day of my life was the day a C.P.R. painter put my name in gold letters on my cab."

Conductor Shot As Train Near Ellwood Yards

Arthur Salmon Struck by .22 Bullet. Two Youth? Found on Tracks With Rifles Arrested.

Shot in the abdomen with a .22 caliber bullet, Arthur Salmon, C.P.R. conductor, is a patient at his home at 3 Elm street. The shooting occurred early last evening when Salmon was riding the engine drawing the train of which he was in charge about half a mile north of Ellwood station and about five miles south of Broad Street yards. According to Dr. R. Lome Gardner, the bullet didnt enter Salmon's body but caused only a glancing wound which is not serious.

Two young men, Donald Campbell, 143 Aylmer avenue, and Norman Veitch, 508 Metcalfe street. who were found each in possession of a .23 rifle and walking the railway tracks near the scene shortly after the shooting, were escorted by the train crew to the Broad Street yard office where they were arrested on charges of trespassing. Both were later allowed out on their recognizances by Judge Mc-Kinley to appear in county police court. Both young men denied any knowledge of the shooting. They told police that they were shooting at a target nailed to a stump in a gully about sixty yards from the railway and about twenty feet below the tracks.

Salmon told of hearing the report of a shot and then of feeling a stinging pain in his abdomen. He found a hole through his clothing and finally blood issuing from an abdominal wound. He was given first aid by members of the train crew who after leaving off the cars at Ellwood rushed back with him to the city. Dr. Gardner was called to the yard office and had the injured man removed to the Civic Hospital. Salmon was later permitted to go home.

20/04/1931 *Ottawa Journal**Kingston (CN)**Cornwall***Cornwall Girl Injured By Shunting Train**

CORNWALL, Ont. April 19.-Passing behind a shunting frieght [sic] train, In the Canadian National Railway yards, here, last evening, Hilda Michaud, 14, ef 124 Eighth street. East, was pinned between the rear car of the train and a loading platform, when the cars were suddenly shunted. Her arm was pinched between a coupling and the edge of the platform but fortunately, the air brake hose slipped into the same aperture and prevented the full weight of the car from crushing the limb. She was taken to Cornwall General Hospital where she Is reported tonight to be resting comfortably.

24/04/1931 *Ottawa Citizen**Renfrew***Two Men Have iNarrow Escape At C.N.R. Crossing**

Bell Telephone Truck Hit by En-ine and Workmen Slightly Injured,

Two employes of the maintenance division of the Bell Telephone Company had a miraculous escape from serious injury or death shortly after 8 o'clock this morning when the truck in which they were driving to repair trouble on the Bell Telephone lines on Carling avenue collided with the C.N.R. Ottawa- Scotia train at the level crossing on Carling avenue, just beyond the city limits. The truck was thrown about twenty feet from the crossing and was considerably damaged. Both men crawled from the truck and summoned aid from headquarters.

More

02/05/1931 *Ottawa Citizen**Chalk River**Carleton Place***Ottawa Motorist Fatally Injured At Carleton Place**

Level Crossing Smash Results in Death to George Hueston, 71 Poplar E. St. Woman Also Hurt.

CARLETON PLACE. May 1- -Geo. E. Hueston, 71 Poplar St., Ottawa, was fatally injured in a level crossing accident here this afternoon. His companion, Miss Dorcas Walters of this town was seriously injured, but hopes are being held out for her recovery.

The fatality occurred at what is known as the town line crossing, about 500 yards north of the William street crossing. Hueston drove on to the railway in the path of the Pembroke local, Ottawa bound, which arrives here at 5.10. There is a fairly good view of the crossing and it is difficult to understand why the approaching train could not be seen,

Apparently the automobile was struck about the center and was carried down the tracks for about 400 yards. Both occupants of the car were thrown out and their bodies were found along the right of way not far from the place of the accident. They were both living when rescuerr reached them and were at once rushed to the Rosamond Memory: Hospital at Almonte, where Hueston died about one hour later.

Miss Walters, although very seriously injured. is expected to recover.

The automobile was completely wrecked, although the windshield was not broken. An inquest will probably be held tomorrow.

Hit by a train on R.R. Bridge woman dies
 Mrs. F. Gratton is hurled 50 ft into River at Castle none.
 Sister and child escaped unharmed
 Frantic mother throws herself on boy beside track.

While crossing the railway bridge over the South Nation River at Casselman, Mrs. Fabian Gratton, 47, of Casselman, was struck and instantly killed by a Canadian National Railways Ottawa-Montreal passenger train, while her sister-in-law, Mrs. Andre Charbonneau, a visitor from Vermont, and her eight-year-old son, Joseph, had a narrow escape from death, early last evening.

After being struck by the train, Mrs. Gratton was hurled 50 feet into the water below. Although taken from the water immediately, she was found to have been killed instantly.

Her sister-in-law saved herself and her boy by lying face down beside the track, while the train rolled past without touching them.

Taking shortcut.

Mrs. Creighton and the others were taking a shortcut across the bridge to the home of Moise Leroux, the woman's brother, on the other side of the Nation. Crossing the railway bridge would have saved them a walk four or five times as long.

When the three people heard the whistle of the train as they were on their way across the bridge they realized the danger that they were in. They decided to make an effort to get back to the shore by the way they had come. They hurriedly retraced the steps across the bridge, but in her haste Mrs. Charbonneau's foot caught in a tie and she slipped. As the train was almost upon them, she threw her son down ahead of her and fell upon his prostrate body to shield him. Mrs. Gratton was abreast of them running between the rails.

While the Charbonneaus lay safely beside the track, Mrs. Groton, unable to reach the bank, was struck by the locomotive, and thrown 50 feet ahead and off the bridge into the shallow water of the South Nation. The tracks were 20 feet above the surface of the water, which was two or three feet deep.

The engineer, H. H. Legate, although driving slowly as he approached Casselman station, where he was due at 6:30 p.m., Standard time, halted the train almost within its own length. He and the conductor, George Keeler, led the way down the bank of the river to get the woman.

The one physician on board the train, Dr. Dolan, of Alexandria was ready to give medical attention when Mrs. Gratton was removed from the water. He pronounced her dead at once. Placed in the baggage car, the body was taken to the station, where Dr. S. Ladouceur, of Casselman, confirmed Dr. Dolan's pronouncement. Mrs. Charbonneau and her son were not injured, although they were greatly upset by the tragedy and their own narrow escape.

Almost a witness.

Mrs. Gratton's husband was almost a witness of the accident. Working in his garden about 200 yards from the bridge, he saw the train stopped and the passengers jumping off, but he gave little thought to it. Then when the crowd assembled on the river bank, he went over to see what was the matter. The shock of finding his wife lying dead on the shore overcame him.

Dr. Ladouceur said the woman suffered fractures of the skull the right leg and the left arm, in addition to bruises and cuts.

Dr. Martin Powers, coroner of Rockland, made a journey to Casselman last night and decided that an inquest was not necessary, as death was accidental. He intimated this morning, however, that he would consent to hold an inquest if it should be requested by the Canadian National Railway company.

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. ---

30/05/1931 *Ottawa Journal**Waltham**Connaught Park*

Horses Continue Arrive for Meet Connaught Park Special Trains Leave Toronto and Montreal tonight for Races Starting Here Wednesday. With the Spring race meeting just a few days away. Officers of the Connaught Park Jockey Club are now enthusiastic as to the prospect for first class racing. The weather has been ideal for the past few days and horsemen have found conditions at the local track splendid in every way. Activities will be doubled at Connaught Park tonight and tomorrow as special trains will leave both Toronto and Montreal tonight, loaded with horses for the local track.

One carload got in from both Bainbridge Park, Ohio, yesterday and another from Baltimore, Maryland, while word was also received that two cars had likewise left New York City. By Monday night there will be about 400 horses at Connaught Park. Entrance for the opening races closed Wednesday morning and it now looks as though Connaught Park would be able to present large, well-balanced fields all the events.

Boy badly hurt in Crossing crash
Fast train hits automobile near Smiths Falls.

Smiths Falls, Ont., Jun 1 - when the car in which they were riding was struck by a fast travelling Brockville-Ottawa C.P.R. train at the Jasper crossing, near Smiths Falls, this afternoon, Lyle Anderson, 15-year-old son of Mr. and Mrs. Ernest Anderson, and Charles Burnett, received injuries which necessitated their being taken to the local public hospital. Young Anderson is in a serious condition and his skull is believed fractured while Charles Burnett, the driver of the car, escaped with only minor cuts and bruises.

The accident occurred shortly after four o'clock this afternoon when Burnett, accompanied by the Anderson boy, was driving from Smiths Falls in the direction of Jasper. It is thought he failed to see the approaching train and that the speeding locomotive struck the automobile smashing the front end completely and throwing Anderson a considerable distance. The car was tossed back into a nearby fence and was almost completely demolished in the crash.

The two were immediately rushed to Smiths Falls where they were admitted to the public hospital. Dr. H.M. Ferguson and Dr. H.A. Whitcomb are attending them. Burnett's injuries were found to be only of a minor nature but an examination revealed that Anderson was in a critical condition.

Inquest is opened into tragic death of Miss O'Neill
Popular Glebe Collegiate teachers friends are grieved at Farm Point Railway Fatality.

An inquest was formally opened last night by Dr. H. Dover, coroner, at the undertaking Parlours of McEvoy Bros., 471 Maclaren Street, into the death of Miss Mary Margaret (May) O'Neill, B.A., teacher at Glebe Collegiate Institute for the past seven years, who died in the Civic Hospital yesterday afternoon shortly before 4 o'clock from injuries received when she was knocked down at Farm Point P.Q., by the C.P.R. train from Maniwaki to Ottawa yesterday morning.

The inquest was adjourned until 8.30 p.m. on Tuesday next at the Ottawa Police Station.

News of the death of Miss O'Neill came as a great shock to her many friends in the city and cast a gloom over an otherwise perfect day's holiday for them. Miss O'Neill was highly esteemed by her colleagues on the teaching staff of Glebe Collegiate and one of the most of its most popular members.

Walking to Farm.

Along with Miss Gutteridge, B.A., 265 1st Avenue, and Miss Beatrice Gilhooly, B.A., 229 Powell Avenue, two of her teacher colleagues at Glebe Collegiate, Miss O'Neill went to Farm Point yesterday morning by train to enjoy the holiday at the summer Cottage of Miss Gilhooly.

About 9.30 a.m. Miss O'Neill started alone to visit a nearby farm house, taking a shortcut across the C.P.R. tracks by means of the cattle guard at the first crossing north of the railway station at Farm Point. She had crossed the track and was apparently intending to continue alongside it when train no. 532 which left Maniwaki at 7.05 a.m., Standard Time, and was due in Ottawa at 10.20 a.m., suddenly rounded the sharp curve, striking her in the back and knocking her down heavily. She was walking on the north side of the track.

T. Allen, 91 Preston Street, was the driver of the train. In his report to William Garland, assistant divisional superintendent of the C.P.R., the locomotive driver stated that on account of the sharp curve he did not see Miss O'Neill until the train had almost reached her. He threw his brakes into emergency and stopped the train within 300 feet.

Miss O'Neill had been knocked face downwards and was unconscious when picked up by the train crew. John Glenn, 403 Maclaren Street, was conductor of the train.

Dr. A. Geggie, of Wakefield, was called, and rendered first aid. He ordered Miss O'Neill removed to hospital. She was placed on the train and brought to Ottawa. On arrival here, Miss O'Neill was rushed to the Civic Hospital in the ambulance of George B. Burney and Son, Somerset Street. Dr. Stuartt Evans attended, but her injuries were so serious that Miss O'Neill died shortly before four p.m., from a fractured skull.

More

Jury Finds Death Of Miss M. O'Neill Was Accidental

Due to Injuries and Shock Caused By Being Struck By Train Near Farm Point.

Accidental death due to injuries and shock was the verdict returned by the coroner's jury at the inquest held last evening in the police station into the death of Miss Mary Margaret O'Neill, B.A., popular member of the teaching staff of the Glebe Collegiate Institute, who was struck by the C.P.R. Maniwaki-Ottawa train near Farm Point on the morning of June 3.

Coroner Harry Dover, M.D., presided, and the Canadian Pacific Railway was represented by Cuthbert Scott, of the legal firm of Ewart, Scott, Kelley and Kelley, who submitted photographs of the scene of the accident.

From the evidence given by witnesses it transpired that the late Miss O'Neill had gone to Farm Point on the morning of June 3 to enjoy the holiday at the summer cottage of a colleague, Miss Beatrice Gilhooly. Shortly before 9.30 a.m. she had left the cottage to go to a nearby farmhouse, and on her return journey, in taking a short cut along the tracks, she had been struck by the oncoming train. It was brought out in the evidence that Miss O'Neill took no precautions to ascertain if a train was approaching and although perfect in her hearing did not even turn her head when the engine was nearly on her.

Applied Emergency Brake.

T. Allen, engineer of the train, who was the first witness called, testified that the train was rounding a curve near Farm Point station when, some fifty feet from a level crossing, the firemen called to him to stop the train. He at once applied the emergency brake and the train, which was travelling at a speed of between 20-25 miles an hour at the time, was brought to a halt within the length of the engine and two cars. The whistle was blown at a post 80 yards from the crossing and the automatic bell on the engine was ringing. By reason of the curve he was unable to see the deceased, who was on the right of way, until the engine was within a short distance of her.

By Mr. Scott: "She was walking in the same direction the train was going and on the right of way?"

"Yes."

Joseph N. Tremblay, fireman on the train, said that at a point some 200-300 feet from the crossing he saw a woman walking on the road which crosses the tracks. He saw her turn from the road onto the tracks and at once gave the warning to the driver to stop. On the train coming to a standstill he went back and found the deceased lying unconscious against some rocks, 10-15 feet from the tracks.

John Glenn, conductor, told of taking Miss O'Neill into a summer cottage nearby and of later placing her on stretcher in a baggage car to be taken to Ottawa,

D. H. Saylor, 1054 Gladstone avenue, who saw the accident from the highway running parallel to the railway tracks, said Miss O'Neill was about to step off the cattle guard near the crossing when she was struck. She had her back turned to the oncoming train and did not look round even when the engine was about to hit her.

Miss C. Gutteridge, a colleague of Miss O'Neill, told of the deceased leaving the cottage to obtain milk and testified that her hearing was perfect. A. Murray Milne, who arrived on the scene after the occurrence, also gave evidence.

Dr. A.F. Dunn, of the Civic Hospital staff, ascribed death to fracture of the skull.

Ottawa Man Killed in Crash, Girl Badly Hurt

Victor Bonnah, Aged 24, Was to Have Been Groomsman at Uncle's Wedding Today.

Miss Freda McDonnell Lying in Critical State

Auto in Which They Were Riding Hit by Train Near Pembroke.

PEMBROKE, Ont. June 24. Victor Bormah, aged 24, an employe of the Ottawa Electric Company, Ottawa, was fatally injured and Miss Freda McDonnell, daughter of A. D. McDonnell, Cecilia street, Pembroke, nurse-in-training at the Pembroke General Hospital, is still unconscious following an automobile accident on the Pembroke-Ottawa highway about 3.25 this morning, when the light coupe in which they were traveling to Pembroke was struck by the west bound C.P.R. Soo express.

Bonnah, who was driving, left Ottawa last night en route to Chapeau, [sic] Que., near Pembroke, where he was to have been groomsman this morning at the wedding of his uncle, John Dwyer, and was being accompanied to Pembroke by Miss McDonnell, who had been in Ottawa for some time completing her training at the Strathcona Hospital, and who was returning home to attend the funeral of the late Miss Mary Clark, a nurse who died at the General Hospital Tuesday.

According to Dr. D. A. MacKercher, Cobden, the only eye-witness of the accident, he was traveling east from Pembroke approaching the railway crossing at Government Road, five miles east of the town. As he neared the crossing he noticed the lights of another car coming from the east and at the same time noticed the lights, and heard the whistle of the westbound C.P.R. Soo express. After halting his car until the train had passed he proceeded forward and was surprised to note the other car had apparently disappeared and turning back he discovered the remains of the coupe hurled to the station platform some 100 feet away while the two occupants had been thrown to the ground.

Bonnah was suffering from broken limbs and a head injury while Miss McDonnell was also injured about the head, both being unconscious.

The train had passed on without the crew being apparently aware of the accident. Awakening J. Lisk, a nearby farmer, Dr. MacKercher rushed the two accident victims to the Cottage Hospital, Pembroke, where Bonnah died within two hours and where Miss McDonnell still lies unconscious.

Dr. P.C. Delahey will conduct a coroner's inquest with the preliminary sitting this morning. The scene of the accident is anything but a particularly dangerous level crossing as the lights of a westbound train should be easily noticeable when it is at least one-half mile from the crossing.

Smiths Falls Man is Badly Injured in Railway Mishap
Leg amputation necessary to free victim caught in the tender of train.

Kemptville, Ont., July 3 - amputation of the left leg was necessary to release William Arnold, of Smiths Falls, when he got caught between the tender and engine cab of C.P.R. engine no. 884, running between Montreal and Smiths Falls last night. The limb was severed by two surgeons between the knee and ankle.

The engineer, at a point three miles east of Bedell, known as Hayes Pit, noticed that the water supply in his tank was insufficient to take him to Bedell. He accordingly cut the train in two and ran light to Bedell where he filled his tank.

On downgrade.

As the train he had left was on a downgrade and apparently insecurely braked, it followed him a mile and a quarter before coming to a stop. In shunting back, it is stated he asked the fireman if he could see the train.

He replied in the negative, the train being obscured from view by some sharp curves. Taking another look the fireman saw the runaway train within 250 ft. The engineer was unable to bring the engine to a standstill when notified and as a result hit an empty coal car which mounted the tank of the engine, the tender crashing into the cab.

Left foot caught.

Arnold, standing between the tender and the cab had his left foot caught in the tender. Every effort was made to extricate him but finally on the arrival of Dr. G.D. Gordon and Dr. R A. Ruby, an amputation was considered necessary to release the imprisoned man.

He was rushed to Smiths Falls General Hospital in a special light engine and van, where he was placed on the operating table. His condition was critical at an early hour this morning.

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.

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**Winchester**Kemptville*

Smiths Falls Mourns Brakeman's Death

Genuinely Regret Tragic Death of W. E. Arnold.

SMITHS FALLS, Ont., July 3.- Shortly after midnight the death occurred in the public hospital here of William Edward Arnold of Smiths Falls, well known C.P.R. brakeman, who suffered such severe injuries in a train collision at Kemptville, near Bedell, at about half-past ten o'clock last night. Having been rushed to the Smiths Falls hospital after being released from a tender and locomotive where he was severely crushed in the collision, deceased succumbed to his injuries everything possible had been done to have [sic] his life. From the first, however, his condition was of a serious nature from the injuries received.

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.

24/07/1931 *Ottawa Citizen**Pontiac Pacific Junction**Breckenridge*

Breckenridge was formerly known by name of Heyworth.

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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.

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

Badly Scalded In Derailement

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*

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 a passenger 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 CPR 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

17/08/1931 *Kingston Whig Standard**Kingston (CP)*

Brakeman Hurt as Car Toppled Over

Brakeman Newman Bridgen, 276 Rideau street, was seriously injured late on Saturday afternoon when the freight-car on which he was riding toppled over near the foot of Princess street.

Mr. Bridgen was on top of the car, when the train apparently ran into an open switch, running off the track, while the car upon which Mr. Bridgen was standing, turned over and he was thrown heavily to the ground. He sustained a broken hip and was badly cut up about the head and body. He was taken to the Hotel Dieu Hospital, where this morning it was reported that his condition was favorable.

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 Transpontaine 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.

22/08/1931 *Ottawa Citizen*

Ottawa and Prescott

On the B. P. Rly.

Mrs. Desmarais saw the Bytown and Prescott Railway built. A right of way was bought across her father's farm. When the first construction trains were running from Billings Bridge to Bytown, the people used to be offered free rides to Bytown. But Mrs. Desmarais would never take a ride. She said the whistle hurt her ears.

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Much Whistling of Train as It Came In

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08/09/1931 *Ottawa Journal*

Chalk River

Renfrew

Level crossing victim.

Fred Tindale, of 81 Smith Street, Orillia, an employe of the McNamara Construction Company, received critical injuries from which he died shortly afterwards when a truck he was driving was struck by the Canadian Pacific Railway Company's local train no. 558 at 4 o'clock Saturday afternoon.

The accident occurred at a railway crossing on Highway no. 17, five miles west of Renfrew. Tindale was returning from the company's operations at a gravel pit when the truck was hit by the train with terrific force. He was thrown 100 feet suffering a broken neck and severe body injuries.

Rushed to Victoria Hospital he was attended by Drs. F. H. Murray and K. L. McKinnon, but died shortly afterwards.

Coroner Wade opened a preliminary inquest at McPhail's funeral parlours.

The body will be taken to Orillia for burial.

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.

10/10/1931 *Ottawa Citizen*

Ottawa and Prescott

Mr. Augustine Guignon of 42 Second Ave., Eastview, is one of the few men alive, who saw the Bytown and Prescott Railway bridge over the Rideau built in 1853 and saw the first train come in to the old B. & P. station on Sussex street in 1854. Mr. Guignon is proud of being a Bytonian. Bytown ceased in 1854 and Mr. Guignon was born in the year 1848. He was therefore less than 6 years of age when the first train came over the bridge. Mr. Guignon tells that the piers for the first bridge were made of cedar logs filled with stone.

Pedestrian is hurt on walking into train

Thomas W. Johnston, aged 66, of 93 Rochester Street, was injured last night on Booth Street at 11.35 o'clock, when, police state, he walked into the side of a freight train which was passing across the street into the yards of J. R. Booth. Ltd.

Taken to Ottawa Civic Hospital by J. Maloney, conductor of the train, he was found to be suffering injuries to his right leg.

Mr. Thompson was walking south on Booth Street, and apparently did not see the train.

Trapped By Train Drops to death

Ralph Nielson, Smiths Falls, caught on draw-bridge.

Smiths Falls, Ont., Oct. 26 - dropping to his death as he tried to save himself from being run down by a train, Ralph Nielson, aged 25, of 51 Chambers street west, Smiths Falls, was drowned in the Rideau river, midnight, Saturday, when he failed to secure a hold on a pier of the lift bridge, which carries the C.N.R. tracks across the river within the town limits, after being trapped on the bridge by an oncoming freight train. His body was found dead this morning in about six feet of water near the scene of the tragedy. Mr. Nielsen, who had been in business in Smiths Falls, had locked up his shop on Main Street shortly after 11 o'clock. He spoke with his father, James Nielson, at the corner of Main and Maple streets, shortly afterwards and told him he was going to meet a friend on the Lombardy Road, taking a shortcut across the bridge, as was his custom. He was not seeing alive after that.

William Bernard, bridge tender, heard a scream shortly before midnight, just before the freight due in Smiths Falls at 11.40, had reached the bridge, and went out to investigate after calling Chief of Police G. Phillips. Nothing was found, however, until yesterday when marks were noticed on the pier indicating that Mr Nielson had fallen into the water, 10 feet below.

At 7 o'clock this morning, J. Mitchell, of Smiths Falls, noticed the body in the water, near the shore, and on the arrival of police it was recovered. There were no marks on it and all the money Mr. Nielsen was known to have had on his person was accounted for by his father. The victim could not swim very far and it is thought the cold water and his clothes prevented him from reaching Shore.

(More non railway)

Coroner Dr. C L.B.. Stemmers stated this morning that a post-mortem and an inquest will be held sometime during the next few days.

Negotiations are under way with the Federal Toll Bridge Company and it is quite probable that the New York central Railway bridge will be planked for vehicular traffic and ready for next year, was the announcement made at the meeting of the Cornwall Board of Trade, held in the Council Chambers, Town Hall, on Thursday says the Cornwall Standard.

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 Airdiss' 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.

07/12/1931 Ottawa Citizen Carleton Place Hinchey avenue

Ottawa Man Has Narrow Escape as Train Hits Truck

Frank E. Bunnell, Aged 63, Cut by Glass from Windshield.

Frank E. Bunnell, 65 years of age, residing at 294 Lisgar street, is in the Civic Hospital suffering from injuries received when the motor truck he was driving was struck by the incoming Brockville C.P. Rly. train due here at 10.35 this morning. Mr. Bunnell was cut by glass from the broken windshield but the wonder was that he was not killed. A fraction of a second saved him from serious injury, if not death, as the engine struck the rear part of the truck just as it was almost clear of the tracks.

Mr. Bunnell was driving a truck belonging to Bunnell Bros. and was proceeding south on Hinchey avenue. Witnesses of the accident say that the engineer on the incoming train whistled for the crossing but possibly owing to the wind and snow, Mr. Bunnell did not see or hear the train in time. The truck was struck on the right rear and was thrown against the post with the sign, railway crossing, snapping off this pole and also breaking the fence. Mr. Bunnell was not thrown out but as he was suffering from cuts he was taken to the hospital by a motorist.

The train in charge of H. Dunham, conductor, and E. Huard, engineer, was stopped immediately, but proceeded on its way after the crew saw that the injured man was cared for.

10/12/1931 Ottawa Citizen Belleville Perth

Woman Passenger Severely Injured

PERTH, Ont., Dec. 9 -While driving on the Smiths Falls-Perth highway tonight, a car, having Geo. Balfour of Elphin, and Miss Eva Pratt of Maberly as passengers, was struck at Moore's Crossing by a C.P.R. freight train. The train was en route to Smiths Falls with the engine running reversed on the front end, and as the auto approached, the driver thought the train was moving in the opposite direction. The engine struck the car and pushed it for a considerable distance down the track before the engine came to a stop. The occupants were removed from the car by the train crew and the Perth-Montreal local, which was due about the time of the accident, was flagged and the injured people brought to the C.P.R. depot. Dr. H. C. Hag-yard was summoned and Miss Pratt was removed to the hospital, where it was found she was suffering from a broken left leg, a number of scalp wounds and a severe shaking up. Mr. Balfour escaped with only a slight bruise on the wrist and suffered from shock.

10/12/1931 Winchester Press New York Central Cornwall

Providing the citizens of Cornwall will subscribe 25 per cent of the required capital, the Cornwall-Massena International Bridge Company will proceed next spring to convert the New York Central Railway bridge there into a vehicular traffic bridge linking main highways of the United States and Canada. Little difficulty is anticipated in raising \$35,000, the amount required in Cornwall, and it is probable that the bridge will be opened for traffic by July 1, 1932.

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. 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.

Eleven Hurt in Collision as Parlour Car Telescoped Close to Union Station

C.N.R. Passenger Locomotive plows into rear of C.P.R. train, when smoke and fog obscure engineer's vision -.

Eleven persons, nine of them residents of Ottawa, were injured last night in a rear-end collision involving C.P.R and C.N.R fast trains from Montreal. The crash occurred shortly after nine o'clock about one-half mile from the Union Station and is attributed to heavy fog, smoke and steam. The C.N.R. train telescoped the parlour on the C.P.R. express and passengers were injured by being hurled from their seats.

Four in hospital.

The following is a complete list of injured, according to railway, medical and Hospital reports:
(details omitted)

Poor visibility.

Both trains were due in Ottawa almost at the same time, the C.N.R.'s arriving time being 9.15 o'clock, while the C.P.R. express was due at 9.16. The trains had to use the main line to enter the terminal, when each would be diverted to its respective track.

How the accident happened was not announced by officials of both companies, but it was customary according to the statement of one of the train crews concerned, for the C.N.R. train being due in first, to enter the terminal first. Last night the C.P.R. train was ahead, and the engineer of the C.N.R. locomotive, not suspecting its presence, and unable to see its tail light, could not stop his heavy train before the collision occurred.

Fog blanketed the railway yards to thicken the darkness of the night, at the scene of the accident, and full visibility was further intensified by the fact that on the right of the incoming trains were long lines of coaches on sidings.

Preparing to leave.

The accident occurred as many of the passengers on both trains were just rising from their seats to don hats and coats in order to disembark at Union Station. The crash flung them against the sides of the cars and to the floor.

It was regarded as fortunate that no one was killed or more seriously hurt when the locomotive of the second train ploughed one third of the way through the rear of the steel parlour car.

After the accident both engine and parlour remained upright on the tracks, and the passengers were also spared the additional danger of fire, so frequently the result of railway smash-ups.

Aid for the injured was quickly rushed to the scene from Union Station, and some of the passengers were carried from the trains to the stationmaster's office in wheelchairs.

Notified at his office of the collision, Dr. F.W. McKinnon, 323 Metcalfe Street, rushed to the scene and rendered first aid to the injured. He accompanied the four whose conditions were serious enough to require hospital treatment and at the Civic Hospital superintended the taking of X-ray plates in cases of suspected fractures or internal injuries.

Knocked unconscious.

P. C. Thomas Emerson of Ottawa Police Force, who was returning to Ottawa after a visit to Montreal, was hurled against the side of the car with such force that he was knocked unconscious and was assisted to a chair by fellow passengers. Despite his severe injuries, the constable declined to be examined at the Union Station, and was helped to a taxi and driven home.

When visited shortly after midnight at his home, 15 Adelaide Street, P.C. Emerson complained of a severe headache and a wrenched hip. "I was just getting up to put on my hat and coat," he stated, "when the crash came and flung me against the side of the car. I must have been knocked out cold for the next thing I know, someone was helping me to my feet."

Wrestler injured

Victor (Axel) Anderson, professional wrestler of Flin Flon, Manitoba, who was passing through Ottawa on his way to Northern Ontario, where he is scheduled to be a principal in a number of bouts was dashed to the floor of the car in which he was standing, and landed with terrible force on his head. A little dazed he attempted to make his way to the station waiting-room intending to leave the capital on a later train for Northern Ontario.

Just as he reached the doors leading into the interior of the station, Anderson had a dizzy spell and leaned against the wall. Assisted to the station master's room by two redcaps the wrestler insisted that he was all right and at first refused to go to the hospital.

He protested that he must get his train out of Ottawa, but after standing a few minutes, he suffered with dizzy spells and was ordered to Civic Hospital by Dr. McKinnon who later took an X-ray plate of Anderson's head. As it is feared that the wrestler may have suffered a fractured skull, he is being kept under observation till the result of the X-ray photograph is definitely known.

Fire chief hurt.

Chief J. C. Lemieux of Ottawa fire department was just getting up from his seat in the smoking compartment of the C.P.R. pullman when the collision occurred. When brought into the station immediately afterwards, the chief, who had been in Quebec to attend the funeral of Chief Lawrence Donnelly of Quebec Fire Department, was still dazed from his severe shaking up.

"I was just getting ready to leave the smoking room," he said, "when the crash threw me into the side of the car." The chief at that time had a large lump above his temple and a few minor facial cuts.

In observation car.

A. E. Corrigan, 301 Laurier Avenue east, when interviewed stated that he was returning to Ottawa on the C.P.R 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 14 or 15, had left the observation car when the train was about a mile out from Ottawa to get to their overcoats, etc., in preparation to getting off at the station.

"I would have been out of the car too, if it has 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 overshoes 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. McKinnon looked at my injuries. I was then put into a taxi and taken to my home."

Saw engine approaching.

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 I 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 to 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 I'm suffering slightly from shock.

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

C.P.R. Statement.

The following official statement of the collision was issued at two o'clock this morning by William Garland, Assistant Divisional Superintendent, Canadian Pacific Railway:

"One Canadian Pacific train, No. 5, "The Dominion", in charge of conductor J.A. Gamble and engineer G.F. Towsley, engine 2802 was approaching Ottawa Union Station, and when just east of Laurier avenue bridge, the rear end was run into by Canadian National Train No. 1., engine 6026, slightly injuring the Canadian Pacific train, and the following passengers A.E. Corrigan, Ottawa; J.C. Lemieux, Ottawa; John H. Morehouse, Montreal, and brakeman C.M. Pattie, Ottawa, all of whom were conveyed to their home.

"Considerable damage was done to the equipment of both trains and train No. 5 departed one hour and 15 minutes late. The cause of the affair is yet to be determined."

Start investigation.

Investigation of the accident was started immediately after the news of the smash-up reached the station, and Paul H. Fox, Assistant Superintendent of the Ottawa division, C.N.R., took charge of the work of clearing the main track. The delay caused to the two transcontinental trains through the collision was due, however, to the necessity of making up and equipping an entire new train, rather than to lack of trackage from Union Station.

Members of the crew of the C.N.R. locomotive, which plowed into the rear of the C.P.R. train were: H. H. (Rick) Legate, engineer, 220 Lewis street, Ottawa; J.R. Palmer, fireman, 30 Waverly Street, Ottawa; George A. Byers, conductor, 1031 Wellington street, Ottawa; George Burgess, 152 Glenora Avenue, Ottawa, brakeman of the train, and Alfred Newman, 31 fifth avenue, flagman.

While the damaged caused in the collision could not be estimated accurately last night, it was believed damage to the parlour alone would exceed \$10,000, while minor damage was caused to the C.N.R. locomotive 6026, one of the largest steel engines on a Canadian railroad.

The train crews concerned in the collision do not proceed beyond Ottawa on a normal run, and last night all except brakeman Burges, who was among the injured, went to their homes here.

The injuries sustained by passengers, and crew and damage to the locomotive on the Canadian National train, which runs through to Vancouver, halted its departure from Ottawa by one hour and 45 minutes, the train pulling out for the west at 11.10.

The group of relatives and friends of the passengers on both trains gathered in the concourse of Union Station were not informed of the collision till the casualties of the crash were escorted by railway employees and redcaps through the gates. One of the injured passengers was conveyed in a wheel-chair to a waiting up automobile, while others were supported on their way to the stationmaster's office where medical attention was given. No panic resulted from the affair and orderliness and efficiency prevailed in attending to the needs of passengers, the clearing of tracks for outgoing and incoming trains.

Probe Continues in Collision of Trains

Most Thorough Investigation Is Under Way.

The investigation into the rear-end collision of C.N.R. and C.P.R. trains in the Laurier avenue yards continued Saturday and yesterday, and no official report has as yet been issued.

H. C. White, C.N.R. superintendent at Ottawa, informed The Citizen that a most thorough investigation was being made.

Mr. White stated the C.N.R. train was running on time. He further said that the trains had been running on the single track for 25 years. This was the first time an accident of this nature had occurred.

Victor (Axel) Anderson, wrestler, who was the most seriously injured in the collision, was reported at the Civic Hospital to be improving. Hope is held out for his recovery.

15/12/1931 *Ottawa Journal**Alexandria**Ottawa Union*

WHY SO CLOSE?

The rear-end collision between two passenger trains on the railway tracks just outside the Ottawa station directs attention to a condition that has been puzzling for a long time to many laymen. Why should two important trains, one on the C.P.R. and the other on the C.N.R. and both from Montreal, be due in Ottawa within one minute of each other? Apart altogether from the danger of running passenger trains in such close proximity a danger increased by poor visibility as on Friday night it would seem to an orderly mind that passengers debarking from these trains could be more economically and conveniently handled separately by the station staff.

Now that a number of people have been badly hurt or shaken up, perhaps those in authority will see the advisability of rearranging the time schedules.

17/12/1931 *Ottawa Journal**Alexandria**Ottawa Union*

TRAINS TOO CLOSE,

Sir: Referring to your editorial of today may I point out that a reference to the two time tables of the C.P.R. and C.N.R. will show that there is not one minute difference in the arrival of the two trains which were involved in a serious accident last Friday night. Both are billed to arrive at the Union Station, Ottawa, at 9.15 p.m.

The time tables also show that both trains leave Montreal at 7 p.m. and are therefore obliged in one case to cover 111.3 miles and the other 116.2 miles in two hours and 15 minutes. This by the way is about 45 minutes faster than the average time taken for many years. It will be seen, therefore, that the engineers must keep moving fast every minute - approaching the Union Station at Ottawa.

Two yardmen - one at the head of the "deep-cut" who passes these trains on to the single track and the other at the Laurier avenue bridge to their proper terminals - must be wide awake. It will be seen that all concerned have had a very serious duty imposed on them, as the time tables apparently give these two trains equal rights.

Furthermore, there is no certainty which of the two trains will be given the lead from the first switch, so that the first train must approach the second switch slowly in order to be identified and sent on to its proper terminal. According to the conditions exposed by the recent accident no time is lost in passing the second train on to the single track, with the result that there will always be a danger of serious accidents unless a block signal system is provided to protect the trains.

It would be interesting to know on whom the local officials place the blame for the recent accident not likely on those who prepared the time tables and clearly invited what has actually happened.

W. E. BENNETT.

88 Carling avenue,

Ottawa, Dec. 15.

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 Ampror after the accident and was sent on Sunday to Chapaau, 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 Chapleau, Quebec, three children of tender years; three brothers, William, Edward and Charles, a sister, Abbie and two half-sisters, Gertrude and Bertha.

22/12/1931 *Ottawa Citizen**Kingston (CN)*

Brockville Man Runs Into Train

G. C. Reynolds Has Narrow Escape. Suffers Broken Arm and Bruises.

BROCKVILLE, Ont., Dec. 22. G. Cecil Reynolds, local grocer, suffered a broken arm and cuts about the head and legs and James Byers, his assistant, was shaken up and bruised when the light delivery truck in which they were riding ran into the side of a moving freight train at the North Augusta road crossing of the C.N.R. last evening. The truck was carried to one side by the collision with the train, struck a telegraph pole and ended in the ditch alongside the track, being badly wrecked. Byers went through the top of the truck and both he and Reynolds had almost a miraculous escape from death.

Auto Struck By Locomotive At Gladstone Ave.

Driver Unable to Stop Quickly on Account Icy Road. Four Persons Escape Serious Injury.

The presence of mind of Clifford Lahey, 26 Westmount avenue, driver of a motor car, saved himself and three others from serious injury in a collision early this morning with a C.N.R. yard engine and caboose at the Gladstone avenue crossing near Preston street. Other occupants of the car were George Lortie, of Aylmer, the owner; William Lahey, 272 Arlington avenue, father of the driver, and Lucien Bourguignon of Montreal, son-in-law of William Lahey.

Proceeding in an easterly direction Mr. Lahey had crossed the C.P.R. track and did not notice the C.N.R. locomotive approaching from the north until he was quite close to the C.N.R. crossing. The road at the point was quite icy and made it impossible for the driver to bring the car to a sudden stop. Lahey had the presence of mind to swing the car off the road to his left and in the same direction as the train. In this way he avoided running in front of the locomotive and continued along the side of the track.

Even as it was, the auto was so close to the train that when they came opposite each other a cross beam at the front of the locomotive burst through one of the doors of the car. Engineer V. C. Sears, 80 Strathcona avenue, Ottawa was in charge of the locomotive.

As a result of the accident, Lortie was slightly cut while the others were given a severe shaking up. Early this morning none of the four had sought medical attention.

On Gladstone avenue at this point there are two crossings only a few yards apart. While there is a wigwag signal at the C.P.R. crossing, the C.N.R. is unprotected. There is, however, a clear view of approaching railway traffic.