

Local Railway Items from Area Papers - 1936

18/01/1936 Ottawa Citizen Renfrew

Two west end youths had a narrow escape from serious injury or death early last evening when four box cars passed completely over one youth and a second was forced to jump to safety as a C.N.R. freight train, backing along the trestle over Holland avenue, overtook them as they were skiing along the right of way.

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20/02/1936 Ottawa Citizen L'Original

Set March 27 to hear Application of C.N.R.

Would Abandon Certain Lines East of Capital.

The Board of Railway Commissioners has set for Tuesday, March 17, its hearing of the application of the Canadian National Railways for leave to abandon a portion of its L'Original Subdivision between Hawkesbury and Hurdman, and between Rockland and Clarence Creek, a distance of 61.2 miles.

Owing to the illness of E.R.E. Chevrier, K.C., M.P., counsel for the Rockland Board of Trade and the municipalities opposing the request, and to the absence of Hon. Hugh Guthrie, chairman of the Board, who sat in similar cases in Western Canada, the hearing had to be postponed until March 17.

I.C. Rand, K.C., Montreal, will act for the C.N. Railways and the firm of Chevrier and lacourciere for the Boards of Trade and municipalities fighting the application.

25/02/1936 Ottawa Citizen Alexandria Ottawa Union

Montreal Youth Is Killed Under Train

Roland Durocher, 19, Slipped and Fell As He Jumped Off Tender.

An inquest was opened this morning into the death of Roland Durocher, 19, of Casgrain street, Montreal, who was fatally injured when he jumped off the tender and slipped and fell under the wheels of the second last coach of the CPR Montreal-Ottawa train as it was pulling into the yards here shortly before one o'clock this morning.

Durocher with his chum, Henri Mercier, 15, of 5145 Henri Julien street, Montreal, were said by police to be beating their way to Timmins, Ont., where they were going to seek employment. The boys left Montreal on the train at 10.15 p.m.. As Durocher had relatives in Ottawa it was the intention of the boys to stop off here to see them before going on to Timmins.

The badly mutilated body of Durocher was found by his chum, who had jumped to safety first. The train carried Durocher on into the yard out of his sight and as he was walking into the yard he saw what he thought was an old coat and found it was his friend's body.

Mercier, when he saw the body of his chum, rushed into the station and told officials. Constables John Cavan and Arthur Rondeau of the city police were sent to the scene and brought Mercier to the police station where he told his story.

The inquest, opened at Hulse Brothers' funeral home, 315 McLeod street by Dr. J. E. Craig, coroner, was adjourned until Thursday at 8 p.m. at the police station.

The body of Durocher was identified by Mercier, who will be held in Ottawa until the inquest on Thursday when he will give evidence.

Near Laurier Bridge.

The scene of the fatal accident is just 150 yards south of the Laurier avenue bridge where the train would be slowing down to come into the station.

At this point there is a sloping snow bank and it is believed that Durocher's feet struck this when he jumped from the train and he lost his footing and fell under the last cars.

The trainmen in charge of the train were Eloi Huard, 142 Irving avenue, engineer, and Clarence Leach, 118 Rochester street, conductor. They did not know of the tragedy until they reported off duty at the Union Station and Mercier rushed into the station and told of the accident.

28/02/1936 Ottawa Journal Alexandria Ottawa Union

Death of Youth Due to Accident

Constable tells of commandeering locomotive in search for body.

How he commandeered a railway locomotive to search for the body of Roland Desrochers, 19, of Montreal, who was killed while riding "blind baggage" on the Imperial limited early Tuesday morning, was described by Constable Arthur Rondeau at the inquest into the death of the youth at police headquarters last evening.

After hearing the evidence, the coroners jury under Dr. J.E. Craig decided Desrochers met his death while trespassing and that it was accidental. Desrochers and a chum, Henri Mercier, 15, of Montreal, jumped from the tender of the fast CPR train as it entered the Union Station yards at the Deep Cut. Mervier, who landed safely, found his friend lying dead father north along the right-of-way, apparently struck by the side of the train as he jumped. Mercier at once notified railwaymen at the terminal.

Sent to the yard to find the body and not knowing exactly where it was, Constable Rondeau signalled to a passing locomotive to stop. He climbed on the fender and the engineer drove slowly along the line so that the sweeping rays of the headlight would enable the officer to find the object of his search. The body was found about 150 yards south of the Laurier avenue Bridge. The engine crew then drove the Constable, still on the fender, back to the Union Station to call an ambulance.

Members of the train crew, Eloi Huard, 142 Irving Avenue, engineer; John Finn, 41 Spadina avenue, fireman; Clarence W. Leach, 118 Rochester Street, conductor; Frank Hawkins, 60 Spruce street, and Charles Nicholson, 107 Hamilton Avenue, brakemen, told the coroner and jury they knew nothing about any accident until after they had pulled into the station.

Other Witnesses examined by acting Crown Attorney Raoul Mercier were Dr. D.E. Winter, Edouard Laurin, 332 Champlain avenue, Hull, car inspector, and Constable William Petty, of the Canadian National Railway police.

Henri Mercier, who has been held here as a witness since the accident, is being sent home to Montreal by the railway.

Car Hit by Train Ottawa Man Hurt
Howard, Price Suffers Injuries in Level Crossing Crash.

When the automobile in which he was proceeding towards Ottawa was struck by the eastbound Pembroke-Ottawa C.P.R. local at Shields level crossing four miles east of Meath station at 2.15 p.m. yesterday, Howard Price, 43 Adeline street, Ottawa, suffered painful injuries to both legs. In addition, Mr. Price received a bad shaking up. and was suffering from shock last evening. He was placed aboard the train and brought to his home here, where he is being attended by Dr L. G. Smith.

Mr. Price reported his view had been obstructed by high snow banks as he approached the level crossing and it was not until his machine was almost on the tracks that he noticed the train. He applied his breaks, but the car skidded on the icy ruts of the highway and he was unable to stop in time.

The locomotive struck the front of the car a glancing blow, hurling it some distance into a snow bank where the car caught fire. It was almost destroyed. Mr. Price is employed by the Best Yeast Company, of this city.

07/03/1936 *Ottawa Citizen**Sussex Street**Taggart Street*

With picture.

How many readers of O.T.S. remember the old station of the St. Lawrence and Ottawa Railway on McTaggart street between Sussex and Dalhousie streets? The terminal of the first railway to enter the Capital, connecting Ottawa with Prescott, was a very busy place until the Canadian Pacific and the Canada Atlantic railways linked Ottawa with the east and west. It is many years since this interesting old station was demolished and the depot converted into a freight yard only. The first passenger train from Prescott arrived at this station in the month of April 1855.

The photograph is the production of that well known amateur artist, Mr. John A. Armstrong, Canada's grand old rifle shot

12/03/1936 *Ottawa Citizen**Maniwaki*

Maniwaki line blocked by slide.

Old siding called into service to prevent any delay in train service.

Resulting from mild weather during the last few days and rain yesterday a clay bank overhanging the C.P.R. Ottawa-Maniwaki line, half a mile south of Cascades, slid down onto the track sometime during the night, burying the rails to a depth of five feet for a distance of 60 feet. No trains were placed in danger by the slide which was discovered this morning by men sent out to patrol the track which is the custom following heavy rain.

The slide resulted in only slight delay for this morning's passenger trains although it has not yet been cleared up. A gang of nearly 100 men recruited from Ottawa and Hull are at work while two snow plows have been pressed into service to clear the line.

Soon as the slide was discovered notification was flashed to the offices in Ottawa. A work train was immediately rushed to Cascades and a temporary detour was built over a former siding, over which the passenger trains were able to pass while work of clearing the blockade continued. William Garland, assistant divisional superintendent for the C.P.R. stated that he expected that the line would be cleared in a few hours.

The Ottawa-Maniwaki highway was not affected by the slide, nor were there any buildings in the vicinity to be damaged.

14/03/1936 *Ottawa Citizen**Kingston (CN)**Finlay*

Freight Train Derailed

Kingston, Ont., March 13. An eastbound Canadian National Railways freight was derailed near Finlay Station, 12 miles east of here, early tonight. No one was injured.

17/03/1936 *Ottawa Journal**L'Orignal*

Ontario Ready Build Highway on Old Rail Line

Deputy Minister says 500 men would get work on Ottawa - Hawkesbury proposal.

With the board room crowded with mayors, Reeves and others from the affected municipalities, as well as with C.N.R. officials, the application of the railways for leave to abandon the 61.2 miles of line between Ottawa and Hawkesbury, including the spur from Rockland to Clarence Creek, was heard by the Board of Railway Commissioners today. All members of the board were present. Decision was reserved.

Feature of the hearing was the statement of R.M. Smith, Ontario deputy minister of Railways, that the provincial government was ready to take over part of the right-of-way for a new modern 40-foot highway, if and as soon as the application was granted. Mr Smith stated that the government was interested only in the stretch of right-of-way between Ottawa and Plantagenet, about 25 miles. For this distance the existing road contains sections in poor condition.

Cost 40% less.

"We can build a new highway on the railway right-of-way much more cheaply than we could rebuild the present Highway", he said. Mr Smith's estimate was that the cost would be 40% less, an important factor in considering that the new road would probably become part of the Trans-Canada Highway. He termed the present road from Ottawa to Plantagenet, winding, hilly and with many sharp curves dangerous to traffic. There had been many traffic accidents in recent years.

"Montreal is the largest city in Canada and Ottawa is the capital city and it is natural to expect Highway improvements between the two commensurate with their importance," Mr. Smith declared.

If the commission gave the railway leave to abandon the line the Highways Department would start at once filling and grading the right of way. The work would take about a year and would mean the employment of 500 men.

The application was submitted by I. C. Rand, Montreal, counsel for the railways, and was opposed by E.R.E. Chevrier KC, M.P., representing the municipalities now served by the line: Elie Bertrand, M.P. for Prescott; Alfred Goulet M.P. Russell, with the following also in attendance (omitted) Says line not necessary.

Mr. Rand declared the line was not necessary for the economic well-being of the district it served. The traffic enjoyed had never been sufficient to justify it. None of the towns or villages had been built up because of the railway service. He quoted figures showing that on the other hand population had declined. They had been a loss of \$3,000 on the past year's operations, but that was with the expenditure of only \$12,500 for maintenance. The road bed had been in good condition. However, the normal cost of maintaining 61 miles of railway was \$32,000 and there was no indication of future business that would warrant such an expenditure.

Mr. Bertrand contended if the railways were permitted to abandon the line and part of the right-of-way became a highway tremendous expense would be involved in restoring the railway line later on. It would be needed again. The line was built for direct traffic from the west to Montreal. If the government exercised control over use of the highways by trucks and buses the railways will get a fair share of business. People in the area affected did not get good highway transportation service in the winter months. The railway was needed. The area served was an important milk and hay shipping district.

Says Service Poor

Mr. Goulet said when normal conditions returned the towns and villages would do their part to see the railway line paid. The trouble was that in the past the C.N.R. provided very little service. There now was but one freight train weekly.

The Ontario Government was to be commended for planning a new highway, Mr. Chevrier said, but if the construction of this road was necessary for the increased road traffic then was the same argument not applicable for maintenance of the railway line?

Verdict Returned In Pembroke Death

PEMBROKE, March 20 Death from injuries sustained in jumping from a freight train as it passed through the Pembroke C.P.R. yards last Sunday afternoon, was the verdict of a coroner's jury investigating the death of Adea Laplante, which occurred Monday morning in a local hospital, where he was taken after he was found by the side of the tracks by the crew of a passenger train.

Paul Laroche, the principal witness, stated that he and Laplante had come from Sudbury on a freight train, with Pembroke as their destination. He jumped from the train a short distance west of the station, but when he saw Laplante, who was on another car, prepared to jump at the station, he signalled to him to remain on the train, as he thought it was going too fast for him to jump safely. That was the last he saw of his companion.

Dr. J. H. Joyner, who was called to the place where the man was found at the east end of the railway yards, described the injuries and stated that death was due to a fractured skull and shock. Although both legs were so badly injured that they had to be amputated above the knees, he did not think loss of blood caused his death.

Richard F. Cole, 49 Bayswater avenue, Ottawa, engineer on an eastbound passenger train which leaves Pembroke about 6 p.m., said he noticed an object by the side of the track and when about 50 feet from it saw that it was a man. He stopped the train and went back. No part of the man's body was on the track, he stated.

Similar evidence was given by the fireman, John Noack, 12 Melrose avenue, Ottawa, and the conductor, James N. Stanley, 174 Primrose avenue, Ottawa.

Dr. W. L. Higginson, coroner, pre-sided, and the witnesses were examined by H. B. Johnson, K.C., Crown attorney.

28/04/1936 *Ottawa Journal**Chalk River**Chalk River*

Braeside Youth Loses Leg Under Freight Car

PEMBROKE, Ont, April 28. Jumping off a moving freight train in the C.P.R. yards at Chalk River, early this morning, Harold Motley, 18, son of Frederick Mosley, of Braeside, Ont, had his left leg severed below the knee at he fell beneath the wheels.

Dr. W. W. D. Williams, Pembroke, was summoned by the station agent and took the youth to Cottage Hospital here, where he was reported to be in good condition.

Mosley was reported to have been riding on the train with several other youths. They decided to get off at Chalk River and Mosley, the last one to jump, lost his footing in some manner.

15/05/1936 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

Tale of a railway collision at Hurdman's Bridge in 1903.

Soo train crashed into freight at midnight. Four men injured but no loss of life. Impact heard a mile away. Heavy express engine ploughed through lighter freight locomotive. Crew of both engines saved lives by jumping.

Here is something hundreds of middle-aged Ottawans may recall. It happened in the early morning hours of September 27, 1903. Four people were injured, two engines were badly smashed and the cars telescoped in a head-on collision on the C.P.R. short line, a little distance north of Hurdman's Bridge. Coming into Ottawa and travelling at a good rate of speed, the Soo train collided with a special freight which, contrary to the rules, had got on the main line while the right of way belonged to the express. The four persons injured were train hands:

Engineer M.J. Doherty, Ottawa; Express messenger R. Thompson, Ottawa; Baggage man Ed. King, Montreal; Brakeman Geo. Gobey, Hintonburgh. None of the passengers were injured although some had very narrow escapes. That none of the train hands were killed outright was regarded as little short of miraculous,

At Midnight

It was just five minutes to one when the accident occurred. The west bound Soo train had left Montreal on time and was in charge of Conductor McIntosh with Engineer M.J. Doherty and Fireman M.J. Walsh. It was customary for freight trains to be moving back and forth between the Chaudiere and Sussex street and the freight in question had arrived a short time before from Prescott and was to be taken down to Sussex street. From the account of the accident published at the time, it appears that at the tower the freight hands had received orders to do some shunting up to midnight and then go on a siding and allow the express to pass. They mistook the time or forgot the order from the towerman and remained on the main line until it was too late.

Sharp on time the Soo express rounded the curve near the locomotive sheds. It was then that the engineers of both trains saw what was going to happen. The express was travelling at a good rate of speed while the freight was barely moving. The engineers and firemen of both trains, seeing the inevitable, jumped for their lives and escaped serious injury.

Terrible impact

An instant later with an awful impact which could be heard a mile away, the two trains came together. Engine No. 303 on the Soo was of a large type and it simply ploughed through the smaller locomotive. Though the brakes were applied they were unable to arrest the velocity of the swiftly moving coaches and in less time than it takes to tell it the express and baggage cars and part of a colonial sleeper were telescoped.

Thousands of people who went out the following morning witnessed a hideous sight. Locked together with the smaller one underneath and partly obscured were the two locomotives. In the rear was an express car badly smashed and then the colonist car with its end stove in. In the express section there was a conglomeration of smashed trunks, valises, parcels and mail bags all mixed together while the cars were piled up in splinters.

Motorist Is Killed As Car Hits Train North of Iroquois
 Mahlon Ault, of Matilda Township, Passenger, Is Thrown Against Freight at Crossing.

IROQUOIS. Ont. May 17. Mahlon Ault, aged 26, of Matilda Township, was instantly killed when the automobile in which he was a passenger, struck an eastbound freight train at a railway crossing here early this morning. Three fellow-passengers, including the driver of the automobile, escaped with minor injuries.

They were Basil Ault, driver, a distant relative, Donald Ault brother of the driver, and Wellington Keck, who received leg bruises and cuts. All three were also of Matilda Township.

The fatality occurred when the car in which Ault was a passenger was just entering the village of Iroquois. The machine ran up a slight grade to the crossing west of the village and north of the linen mills where it collided with the first car of a freight train, which had already commenced to cross the road.

Did Not See Train.

Basil Ault, driver of the automobile, said he had neither seen nor heard the approaching train. The track, he said, was slightly above the level of the road.

At the force of the impact which embedded the headlights in the side of the first freight car, and which swung the automobile around so that it struck again the second car, Mahlon Ault who was sitting in the front seat of the car, was thrown out and his head struck the third or fourth car, decapitating [sic] him. His body was found 50 feet east of the crossing. The front end of the automobile was demolished.

Provincial Constable Frank Rose, of Morrisburg, was called and is investigating. The body was taken to Fitzsimmons' Funeral Parlors, Iroquois, where it was viewed by Dr. E. H. Marcellus, Iroquois coroner. He ordered an inquest

Train Crew.

The trainmen were Lucien Prefontaine, of Brockville, fireman; Fletcher Shooove, of 323 Melrose street Verdun, Que., head brak-man; Andrew Shea, of 2429 Chateauguay street, Montreal, conductor, and Ira Gardiner, of Brockville, engineer.

On November 15, 1935, at Victoria street the next crossing on the same railway line in Iroquois, a similar crash occurred, which resulted in the deaths of Earl Perry, of Cardinal, Ont. and Miss Wilda Ellis, of Iroquois.

Mahlon Ault son of Mrs. Willard Keck, was born in Matilda Township and had resided there all his life. In addition to his mother, one sister, Miss Orthee Ault survives. The funeral will be held on Tuesday from his residence when the service will be conducted by Rev. Thomas Knowles of Iroquois. Interment will take place in Iroquois cemetery.

19/05/1936 *Ottawa Citizen**Renfrew**Ottawa, Bank Street*

Complaint of train noise.

Mayor Lewis has received complaints as to the prevalence of shunting of trains in the Bank street railway yards during the night. The C.N. Rly. some time ago agreed to reduce the night shunting to an absolute minimum but residents in the district say the nuisance is now more common. An appeal will likely be made to the minister of railways.

29/05/1936 *Ottawa Journal**Kingston (CN)**Iroquois*

DEATH WAS ACCIDENTAL.

IROQUOIS, Ont, May 28. A verdict of accidental death without blame being attached to anyone was returned by a coroner's jury at the inquest into the death of Mahlon Ault who was killed when the automobile in which he was riding crashed into a freight train near here on- May 17. The verdict read in part: " We find that the Canadian National Railways' employes were not guilty of negligence and that while the driver of the automobile, Basil Ault may have been careless, he was not criminally negligent"

05/06/1936 *Ottawa Citizen**Thurso and Nation Valley*

Governor General visits Manufacturing Plant

His Excellency Lord Tweedsmuir, Governor-General, accompanied by Colonel Willis O'Connor and a party from Government House, visited the Singer Manufacturing Company plant at Thurso yesterday and was taken through the works by the manager P.B. Bourget.

The party arrived at Thurso about 10 a.m. and after visiting the sawmills was taken on a company's private railway to Iroquois Lake and shown the plants there.

After lunch at the camp at Iroquois lake the party returned to Thurso then to the Capital.

11/06/1936 *Ottawa Journal**Chalk River**Chalk River*

TRANSIENT IS INJURED.

CHALK RIVER, June 10. When he fell from the engine tender of passenger train No. 7, Fred McIntyre, 20, of Callander, was severely injured. Dr. W. W. D. Williams, of Pembroke, was summoned and stated that the victim's left hip had been lacerated and that he sustained severe injuries to his head and arms. Dr. Williams rushed McIntyre to Pembroke Cottage Hospital. McIntyre, who was a transient, had boarded the engine tender at Pembroke with a chum.

13/06/1936 *Ottawa Citizen**Chalk River**Arnprior*

Engine crew has remarkable escape from instant death

When locomotive plunged from trestle to deep gully. Engineer Hawley tells the story.

The graphic story of an engine crew's remarkable escape from sure death is related by Mr. George W. Hawley, veteran C.P.R. employe as follows: "It was about forty years ago. We were shunting a freight engine in McLachlin's lumber yards at Arnprior, and the engine left the track just as we came onto a trestle over a deep gully.

"She ran out onto the edge of the trestle on one side and the force of the heavy wheels grinding over the timbers broke them off, with the result that the locomotive plunged to the depths below, turning a complete somersault as she did so. Fireman Harry Cavanagh, being on the opposite side, jumped first and ran back: then, just as that old engine was about to plunge into the gully, I followed Cavanagh and ran out on the unbroken edge of the trestle, narrowly escaping falling over the edge in my haste.

"Had either of us lingered a second longer we would have gone over with our charge and been smashed to pulp. I recall that it took a wrecking crew a full week to get the locomotive - No. 283 - out of the gully and back in service again. She had landed on her back with the end of the tender lying in the cab. A year later the same engine figured in a wreck just east of Stittsville when Mail Clerk Peden was killed and several others injured."

NB. The accident at Stittsville in which Mail Clerk Robert Peden was killed occurred on 14 October 1897.

Locomotive fireman of eighties had many mean tasks to perform

Veteran railroader recalls customs of fifty years ago.

George W. Hawley draws on memory to recount tales of hardship, snowbound passenger trains and slow moving freights, tells of fishermans' paradise at Chalk River and of the big ones that didn't get away, relates an amusing partridge story.

Looking back upon forty-four years of railroading in the Ottawa district, Mr. George W. Hawley, of 346 Cambridge street, who entered the employ of the Canadian Pacific Railway in 1883 and retired on pension in June 1927, throws some interesting light on the life and experiences of a railroader in the days of "pony" engines and slow-moving passenger trains. Mr. Hawley's reminiscences should prove fascinating to the younger generation of readers and revive memories, both pleasant and unpleasant, for those readers who began their railroad careers under just such conditions as Mr. Hawley describes.

George Hawley, who has 74 summers to his credit and is still as agile as a cricket, is not a native of Ottawa or the Ottawa district. He was born in the year 1862 near the village of Cardinal, in Edwardsburg township and has many interesting memories of life and conditions in that district in his childhood days. Some of them are related in a separate story on this page.

'Twas on the 26th of March, 1883, that Mr. Hawley got word to come to Ottawa and begin his railroad career with the C.P.R. He was slated to commence as assistant mechanic in the machine shops located near the old 3-stall roundhouse, which was built and used by the Quebec, Montreal and Occidental Railway - later taken over by the C.P.R.

In those days, when labor was not as plentiful as it is today, a smart mechanic didn't have long to wait for promotion to a higher position. And so, after slaving in the shops for seven months - with long hours and comparatively little pay - young Hawley found himself elevated to the more dignified and more lucrative position of fireman.

Before we leave the shops and go on with Mr. Hawley's story of his experiences as fireman and later engineer, let us recall the names of some of those employed in the Ottawa Division (C.P.R) in the eighties. Johnny Dewar was foreman of the shops and William Cross was master mechanic. Among those who "ran" out of Ottawa were Isaac Schofield, Joe Burke, Ab Hudson, Bill Christie, Joe Jackson, James Barr, Dave Kelley, Charlie Eldridge, Charlie Bellamy, Jack Dudley, Fred Rowe, Bill Golden and Hughie Richmond.

When the narrator of this story arrived in Ottawa in '83, he secured lodgings in the home of the late William Hill, on Sherwood street. Hill was the official lamplighter for Lebreton Flats. In those days the streets were lighted with naphtha lamps and it was Hill's job to start out bright and early each morning and fill the lamps so they would be ready to set aglow at night. Readers who lived in that section of the city in the eighties will undoubtedly recall seeing Hill driving through the streets with a cart on which was mounted a barrel of naphtha, a ladder with which to scale the lamp posts and a bag containing lamps, wipers, wicks and other paraphernalia.

The life of a railroad fireman was no sinecure in the eighties, Mr. Hawley informs us. The firemen of those days had plenty of the dirty work to do - work which is now done in the shops or through mechanical gadgets which require only the pulling of a lever. For instance, the fireman was required to crawl under his engine and clean out the ashpan with a hoe: it was his business to see that all brass, inside and outside, was thoroughly scoured every day; it was his business to fill the oil cups, lubricators, etc., and it was his business to do a dozen and one other things from which present firemen are exempt.

There were then the discomforts of piloting an engine. There were no side curtains to keep out the snow in winter and the rain in summer. Little provision was made for combatting snowstorms, with the result that running schedules were slowed up considerably and much valuable time was lost. To illustrate this point Mr. Hawley told the following story:

"I remember one time we started out from Ottawa about five o'clock in the evening with a passenger train pulled by two engines. When we were two miles east of Almonte we ran into a heavy snow storm; the snow was up to the footplates of the engines. We plowed through it for a short distance and finally stalled. There we stayed until eight o'clock the next morning when a crew was sent from the city to dig us out.

"No, the passengers didn't freeze to death. In those days each passenger car was equipped with a little coal-burning stove called a Baker heater. The cars were small compared to present day coaches and it didn't require a very big stove to heat them.

"A railroad engineer received the munificent sum of \$1.10 a day, and no matter how much overtime he put in there was no extra compensation. It would take anywhere from ten to twenty hours for a freight train to get from Montreal to Ottawa. The engines of those days would pull between eighteen and twenty freight cars; giant locomotives of today have a pulling power of between seventy-five and one hundred freight cars. Faster time might be made in the old days but for the fact that we had to stop every twenty miles to take on water; present day tenders will go over a division - 120 miles - without having to stop for water.

Mr. Hawley fired the first through time-billed passenger train of the C.P.R. from Montreal to Vancouver, in June 1886, taking it from Ottawa to Chalk River. The engineer on that occasion was Alexander Rogers. The following year - May 1887 - Mr. Hawley was promoted to engineer, and was at the throttles of C.P.R.locomotives from that time until he retired on pension on June 30th, 1927.

Great fishing

The railroader who was fond of fishing and hunting never found time hanging heavily on his hands at Chalk River, according to Mr. Hawley. The lakes and small streams in that vicinity simply teemed with fish "that were fish" and the woods round about were alive with partridge and deer. A few hours fishing would net a man almost more fish than he could carry home.

Mr. Hawley tells that one day he caught seven maskinonge, weighing ten pounds each, and two black bass weighing five to six pounds each. Other railroaders of the eighties and nineties who fished the lakes and streams above Chalk River could undoubtedly match this story. It wasn't necessary to have fisherman's luck in those days.

One day, while angling in a lake near Chalk River, Mr.Hawley landed a ten pound pike which had swallowed a sucker thirteen inches long.

And here is a good one to wind up this part of Mr. Hawley's reminiscences:

"One morning we were going up the Castleford grade, between Carleton Place and Renfrew, when the brakeman, Ed Parke, spotted a partridge standing on a log just inside the railway fence. He hopped off one of the cars near the front, ran back to the van, got a gun and killed the partridge. A few hours later he confided the tale of his achievement to me. That night I came down with a light engine, stopped at the spot where Parke said he had shot the partridge - and next day there was meat on the table in the Hawley home."

23/06/1936 *Ottawa Journal* Hammond

Judgment was given Monday afternoon by the Board of Railway Commissioners in the application recently made by the Canadian National Railways for leave to abandon a portion of its L'Original subdivision in the province of Ontario between Hawkesbury and Hurdman, and the Clarence Creek spur between Rockland and Clarence Creek.

The Judgment was signed by commissioner G. A. Stone, and granted the application to cut off the line between Rockland and Clarence Creek. The commissioner expressed the opinion that the business offering between Rockland and Clarence Creek does not warrant the expenditure necessary to rehabilitate this segment.

Must not abandon C.N.R. Hawkesbury to Hurdman Line.

The application of the Canadian National Railways to the Board of Railway Commissioners for leave to abandon a portion of its line between Hawkesbury and Hurdman, a distance of 56.6 miles, was dismissed by the commission. The commission however, granted the company leave to abandon the portion between Rockland and Clarence Creek, a distance of 4.6miles. Both applications had been joined in the case presented to the commission.

In the judgment which was written by Commissioner G.A. Stone and concurred in by the other members of the board, the opinion was that the business offering between Rockland and Clarence creek does not warrant the large expenditure which would be required to rehabilitate that mileage. Regarding the Hawkesbury-Hurdman motion of the application, however, the judgment stated that considering the financial improvement in operation during the past three years that portion of the line, together with other features, the application was dismissed, without prejudice to any future application the Canadian National Railways may desire to make after the expiration of at least one year from the date of the order.

Railway to Hawkesbury won't be abandoned

Judgment was given Monday afternoon by the Board of Railway Commissioners in the application recently made by the Canadian National Railways for leave to abandon a portion of its L'Original subdivision in the province of Ontario between Hawkesbury and Hurdman, and the Clarence Creek spur between Rockland and Clarence Creek.

The Judgment was signed by commissioner G. A. Stone, and granted the application to cut off the line between Rockland and Clarence Creek. The commissioner expressed the opinion that the business offering between Rockland and Clarence Creek does not warrant the expenditure necessary to rehabilitate this segment.

Regarding the application for the line between Hawkesbury and Hurdman the board dismisses this portion of the application.

The decision will block the plans of the Ontario Department of Highways. The department proposed taking over about 25 miles of the right-of-way between here and Plantagenet for a 40-foot Highway.

Worker Killed In Laurentian Mine

Tragedy Occurred at Canadian Refractories Ltd, Property at Kilmar.

Special to The Evening Citizen HAWKESBURY, Ont, June 27

While working in the mine of the Canadian Refractories Limited at Kilmar. several miles north of here in the Laurentian mountains, late yesterday afternoon, David Provencal. 25. of Harrington. Que., was instantly killed when he was buried beneath several tons of rock.

An inquest under Dr. James Mason of Lachute was held, the jury bringing a verdict of accidental death.

Provencal, who had been an erme ploye of the Canadian Refractories for some time, leaves a wtf and two small children.

Albert Maynes was fireman on first transcontinental train

Albert maynes, formerly of Smiths Falls, now retired, was outstanding among the C.P.R. veterans, in the recent golden jubilee celebration of the inauguration of transcontinental railway service in Canada. Mr. Maynes, now residing in Toronto, was, for about a quarter of a century, one of the best known C.P.R. locomotive engineers on the Smiths Falls division.

He had the honor of being on of the two men who piloted the engine that hauled the first through C.P.R. train out of Montreal destined for Fort Moody, then the Pacific coast terminal. He was chosen locomotive fireman for that occasion by the stalwart group who drove in the last spike.

The engineer on the fiorst train was Aaron Barr. Mr. Maynes has great recollections of that first trip. He said great crowds gathered about the old Place Viger station and huge bonfires were lighted along the way.

Mr. Maynes, who is the son of an Irish infantry captain, started as a machinist for the old Southern Railway in Vermont and later became a humble engine-wiper in the Hochelaga shops at Montreal. He afterwards became locomotive engineer in Smiths Falls, divisional master mechanic, rule instructor and mechanical examiner. He has travelled with royalty and has been a friend of dukes and princes and statesmen.

ITS COMING TO TOWN FOLKS

Did You Ever See A 12-Car Streamlined Train?

Just Imagine a train stretching all the way from Earl to West St. That's a big passenger train in itself but when it contains all the newest streamlined features and besides you will be privileged to go through it - then we are sure it is going to be a real thrill and treat to everyone in Kingston and district. The MILLION DOLLAR REXALL CONVENTION TRAIN will be in Kingston Monday August 17th. It will only stop four places in Canada and Kingston is privileged to be one of them. No - we are not going to let you know any more of the secret right now but watch this paper next week for further details about how you can get a pass to view this beautiful streamlined train.

When In Need of Drugs "QUICKLY" - Phone

Vars Farmer Killed at Russell Road Crossing

George Simpson meets death while returning home from market. Drove into side of locomotives of Montreal-Ottawa train a mile east of Hurdman's Bridge.

George Ephrian Harper Simpson, aged 50 years, farmer of Vars, Ont., was instantly killed shortly after 4 p.m.. Saturday, a victim of a level crossing crash on the Russell Road, a mile east of Hurdman's Bridge. Simpson, alone in his motor car returning home from market, was in collision with the Montreal-Ottawa C.N.R. local passenger train due at Union Station at 4.20 p.m.

Dr. J. S. Nelson, coroner, viewed the body and on Saturday evening opened an inquest at Hulse Bros. parlours, after which the body was turned over to H. Tanner and Son, undertaker, of Vars. After preliminary proceedings the inquest was adjourned until next Friday at 8 p.m. at the Gloucester Town Hall, Billings Bridge.

The cause of the accident may never be known. There is a clear view for a considerable distance of trains approaching this crossing from the east. The crossing is a double one, the C.P.R. and C.N.R. tracks running parallel.

Possible causes.

There were no witnesses other than the train crew. Rain had fallen only a short time before and it is possible that the unfortunate man's car skidded into the train on the wet pavement. It is also possible that he did not notice the approach of the train and also that he may have been confused as to which track it was on.

The motor car ran into the side of the locomotive hauling the train at the front, and while it was not thrown or carried any considerable distance it was sideswiped by the cars as they passed by before the train was brought to a stop. Simpson was thrown from the car and was picked up at the side of the tracks 36 feet from west of the crossing. His head was badly crushed and his right arm badly broken at the shoulder. In the crash the auto was swung at a right angle to the road and one side was badly damaged.

The train was in charge of conductor C.C. McCulloch and engineer Wm. T. Asher, both of Ottawa. According to railway officials the usual warning was given by the train crew for the crossing.

01/08/1936 *Ottawa Journal**Alexandria**Russell Road*

Crossing Signal Urged by Jury

Death of George Simpson, of Vars, Result of Accident.

Accidental death was the verdict of a coroner's jury at the Court House on Friday night, which investigated the death of George Simpson, 80, farmer of Vars, Ont, who was killed when his automobile ran into a C.N.R. engine last Saturday afternoon at a level crossing on the Russell Road, a mile and a half south of Hurdman's bridge. There was a rider recommending that some safety device be placed at the crossing "as this is at least the third fatal accident at this same crossing."

Albert Chapmsn, retired railwayman, whose home is on the Russell Road about 300 feet from the crossing, stated he was an eye witness of the tragedy and when he saw the automobile approaching the crossing he was certain there was going to be a smash-up. He told the jury he heard the engine whistle and expressed the view the automobile had run into the side of the engine.

His wife also said that she heard the whistle. W.T. Asher, engineer of the C.N.R. passenger train, stated he gave the customary warning whistle when nearing the crossing. He stated that he saw the automobile approaching but fully expected it to stop. He put on the emergency brake when the car continued. He did not see the actual collision as he drew his head in to avoid fragments from the automobile.

C. C McCulloch, conductor, and other members of the train crew. Chief of Police C.P. McCarthy, Constable John Brown and Dr. R. M. Cairns who examined the body all gave evidence.

01/08/1936 *Kingston Whig Standard**Kingston (CN)**Kingston*

This Giant On Wheels Comes To Town

(poor picture of front of locomotive)

No wonder the circus lot is always so far from the edge of the city. It is so difficult to find a place to put up the big tent. But here is the MILLION DOLLAR STREAMLINED REXALL CONVENTION TRAIN, 1080 feet long and with a locomotive weighing 350 ton, and 12 cars long - far bigger than the biggest circus you ever saw and it will be parked right in the heart of our city - on the CANADIAN NATIONAL RAILWAYS Siding on ONTARIO ST., between Earl and West.

We invite you one and all to come and visit this train on its visit to Kingston Monday August 17th. Obtain your tickets FREE by asking at our stores. Join in the big TWENTY-FIVE DOLLAR GUESSING CONTEST. Prizes will be awarded to those who can guess the nearest number of persons passing through the train on this day. Nothing to buy nothing to sell. Obtain your guessing blanks, figure it all out and deposit in a box in our stores. You may be one of the lucky winners.

When In Need of Drugs "QUICKLY" Phone

01/08/1936 *Ottawa Citizen**Alexandria**Alexandria*

Alexandria Man Killed By Train

Allan Snider, 78, Was Returning From Fishing Trip When

ALEXANDRIA, Aug. 1. - Returning from a fishing trip. Allan Snider, 78, of Alexandria, was struck and killed by the nine o'clock Canadian National Railways Ottawa-Montreal express about a mile and a half east of this place.

The engineer of the train reported at Glen Robertson that he thought his locomotive had struck something on a curve east of Alexandria and asked that an investigation take place immediately. Sectionmen investigated and found the badly mangled body of the elderly gentleman, who was later identified as Mr. Snider, a well known stonemason of this town. It was ascertained that Mr. Snider, who was stone deaf, was on his way home from a fishing expedition walking along the right of way.

Dr. D.J. Dolan, chief coroner for Glengarry viewed the remains and will conduct an inquest some time next week. Constable M. Seger of Alexandria is investigating the fatality.

10/08/1936 *Ottawa Journal**Kingston (CN)*

Train and Car Crash Woman Seriously Hurt

BROCKVILLE, Aug. 10 - Mrs. Cardwell Ferguson, Jellyby, is a patient in the general hospital here suffering from a fractured collar-bone, injuries to the back and lacerations of the legs, as the result of the automobile in which she was a passenger being struck by Canadian National Railway passenger train No. 19, early Sunday morning. The car was driven by her son, John Ferguson, and was struck by the locomotive at the rear left hand corner at a level crossing on the North Augusta road. The car rolled over against a fence and landed right side up against a telegraph pole some distance away. Her son, the driver of the car, suffered only slight bruises. Her condition is reported somewhat improved.

500 DRUGGISTS WILL MEET HERE FOR CONVENTION

Will Gather on Streamlined Train - Public Is Also Invited

About 500 druggists of the Rexall chain in the district from Cobourg to Cornwall and north to Ottawa will gather in Kingston on Monday next to hold a convention on the 12-car Rexall streamlined convention train which will be in the city that day.

This train which has already covered the first half of a 29,000 mile journey, will make only four stops in Canada: London, Toronto, Kingston and Montreal. Charles Peacock of Jury and Peacock is primarily responsible for the train stopping in Kingston and he is doing his utmost to make the convention in this city a big success.

The Rexall Train is travelling solely on a goodwill mission, its objective thus serving a two-fold purpose. The United Drug Co., through this magnificently equipped train is bringing its conventions to the agents instead of asking the agents to travel to its conventions. Also during the convention layovers the beautifully designed and appointed exhibition cars are opened and the public is invited to inspect their attractive displays. No attempt is made to sell merchandise, the United Drug Co., in fact, particularly emphasizing the absence on board of anything resembling a sales order.

Vying with the exhibition cars in the public's interest is the powerful automotive giant which hauls the 12-car Rexall Train throughout its journey. Streamlined according to the latest researches of aero-dynamic science this 350-ton engine attracts wide-spread attention wherever it goes. It is an oil-burning steam type locomotive specially built by the New York Central Railroad to cover the 29,000 mile journey without relief locomotives, an unprecedented idea in railroading history especially since it must travel on 52 different railroads in all sections of the country to complete its demanding task.

14/08/1936 *KingstonWhig Standard* *Kingston (CN)**Kingston*

Pygmy Laboratory Is Only One Feature On the Rexall Train

Louis K Liggett President of United Drug Co to Be Here

The world's first convention train and first streamlined train ever to stop at Kingston will be in this city Monday Aug 17 all day and will be parked on the siding on Ontario Street near the Locomotive Company plant.

The train is known as the Rexall Train and is sponsored by the United Drug Company. The company conceived the idea of sending a big convention train all over the continent which could accommodate regional conventions of Rexall druggists rather than have the druggists gather at some one city. The convention part of the scheme was a success and so also was another feature which the United Drug Company had not counted on - the interest of the general public all over the continent in the streamlined train and the exhibits carried on board. It was decided in view of this interest to allow the public to inspect the train and the local Rexall drug stores have been giving out free tickets to visit the train for several days now and more are still available at Jury and Peacock's Mahood Drug Store and all other Rexall stores in the district. A guessing contest on the number of people who will actually visit the train while here and be counted by the magic eye is likewise being sponsored locally.

Druggists Coming

Rexall druggists from Cobourg to Cornwall with their wives and families will be present to hear the lectures and take part in the regional convention on board the train.

The streamlined engine pulling this train is capable of 100 miles an hour speed but needless to say does not travel at any such rate on its trip with the Rexall train. The engine is of the oil burning steam type and it is 97 feet long 15 feet high and weighs 697,000 pounds.

Doll House Laboratory

A myriad of dainty test tubes the size of a pin and individuals no taller than a match, will be found in the pygmy model of the United Drug Company's chemical laboratory which is included in four cars of exhibits carried by the million-dollar Rexall Convention Train.

The model is practically a doll house reproduction of the company's \$500,000 Boston research laboratory in action. The cutaway reproduction reveals 3,000 glass test tubes, flasks and funnels; 56 tiny figures of laboratory executives, chemists and office workers and 443 pieces of office furniture including typewriters, refrigerators, ovens, telephones, Venetian binds and even cuspidors.

17/08/1936 *KingstonWhig Standard* *Kingston (CN)**Kingston*

CROWDS THROG STREAMLINED REXALL TRAIN

Kingston Chosen as Stopping Place Because of Good Record

Crowds of Kingston and District people began to throng to the Rexall streamlined train, which is parked on the Ontario Street siding here today, shortly after ten o'clock this morning and the numbers increased with each succeeding hour. The response by the general public in Canada has been greater even than that received in the United States and the one-day attendance and the four-day attendance records were both broken during the stop in Toronto. The electric eye counted 18,600 people on the train in Toronto yesterday and a total of over 63,000 for the visit.

The train is composed of a stream-lined engine and twelve cars. There are four display cars open to the general public; one power car, which supplies the electricity and air-conditioning for the train; buffet dining car; lounge car, Pullman sleeper and Pullman compartment car; two convention cars, and, Lewis K. Liggett's private car. The locomotive weighs 350 tons and is from the New York Central Railway. The entire train is royal blue with a white stripe starting at the locomotive and continuing on every car.

Mr. Liggett, one of the most widely known businessmen on this continent, is in Kingston with the train in addition to a number of the chief executives of the United Drug Company. He is said to hold more presidencies than any other man in the United States.

Drugists Convention

Rexall druggists from all over eastern Ontario gathered at the train today for a convention and were addressed by many prominent United Drug Company executives including John R. Kennedy, President of the United Drug Company; John M. Considine, assistant general sales manager; Bruce D. Ross of Toronto, vice president and secretary; Prof. George A. Evans, chairman of the board and chief chemist, Toronto; and at 4.45 p.m., by Louis K Liggett. The convention started at 10 a.m. and continued throughout the morning and afternoon, a buffet lunch being served on the train to the delegates. A buffet supper will also be served.

Why Kingston Picked

Asked why Kingston had been selected as one of only four cities in Canada where the Rexall train stopped, an executive of the company said: "we picked Kingston because it is a good Rexall town and a good general town. The train is an expensive proposition and we want to stop places where we feel we will get the best public response to our advertising efforts. Kingston has a good record with our company as being the shopping center for a wide area and for that reason we thought that your paper would be able to draw a good crowd for us. You have certainly succeeded. You people in Kingston have a lot of advantages of location as the center of a splendid territory."

The train is visiting London, Toronto, Kingston and Montreal.

The Civic reception to the Rexall train, Lewis K. Liggett and his staff took place at one o'clock before the assembled convention. Mayor George Hanson expressed on behalf of the citizens a hearty welcome to Kingston and presented Mr. Liggett with the key to the city. Chief of Police R. J. Robinson added words of welcome and made Mr. Liggett an honorary sergeant of police, presenting him with the gold badge of office. T. A. Kidd, M.L.A., was the next speaker and he in turn conveyed greetings and a welcome to the delegates and train officials. Mr. Liggett responded to these various speeches and expressed his appreciation of the welcome and the gifts that had been given to him.

18/08/1936 *KingstonWhig Standard* *Kingston (CN)**Kingston*

A large concourse of people gathered at the C.N.R. depot and railway yards on Sunday night to view the passing through of the million dollar Rexall train. The majority of parked cars had their lights on while the train was passing through Napanee and the citizens had a fine view of train which slowed down to about five miles an hour.

Streamlined Train Will Call at Ottawa

MONTREAL. Aug. 28.--Eastern Ontario, including Ottawa, will be visited by the new light weight asml-atreamlined train of the Canadian Pacific Railway on an exhibition tour commencing on Thursday, September 3 and returning to this city on Wednesday, September 16. [sic]

It will be on exhibition, between 10 a.m. and 1 p.m. standard time at Smiths Falls, Thursday, Sept 3. and at Carleton Place between 2 p.m. and 3 p.m., the same day. It is scheduled to arrive at Ottawa West at 4 p.m., where it will be on exhibition in the Broad street yard near Wellington street, from 10 a.m. to 9 p.m, Friday and Saturday, September 4 and 5.

Leaving Ottawa West on Sunday, September 6, it will be on exhibition, but not open, for inspection, at Buckingham Jct, 8.57 am. to 9.02 a.m., Paplneauville 9.40 am. to 9 45 a.m, Montebello 9.55 a m. to 10.04 a m, Lachute 11.00 a.m. to 11.15 a.m., St Therese 11.55 a.m. to 12.01 p.m, returning to Place Viger station at 12.40 pm. All times are standard.

29/08/1936 *Ottawa Citizen*

L'Original

Orleans

Orleans family had a narrow escape at crossing.
Freight train smashed into stalled truck.

When the truck in which they were passengers stalled near Orleans on Friday, Mr. and Mrs. Rene Brisbois of Orleans and their three children were forced to abandon the vehicle as a Montreal-bound freight train smashed into it. The occupants barely had enough time to escape before the train struck the truck, carrying it 600 feet along the right of way.

Although he saw the train approaching, Mr. Brisbois thought he had ample time to cross. When the truck stalled he shouted to his wife and catching up the children they leaped to safety.

31/08/1936 *Ottawa Citizen*

Cornwall Street

Cornwall

8 arrested in clash outside Cornwall plant.

Eight persons were arrested, one for intimidation and seven for obstruction in the performance of their duties in a clash between striking workers and provincial police in front of the Courtaulds (Canada) lant at three o'clock this afternoon.

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The trouble occurred when an attempt was made to bring a street railway power car into the plant grounds to move freight cars lying on the siding. One of the picketers attempted to pull the motorman from the car and when police came to the motorman's assistance the large gang of men swarmed on the police in an attempt to take away from them the man who had, according to police, attempted to intimidate the motorman.

The eight men arrested were taken to the city hall, more than two miles distant from the plant, and locked in cells. No one was seriously hurt in the melee although one of the provincial policemen suffered a split lip, caused by being struck with a fist.

A bread truck which was scheduled to make a delivery to the company cafeteria, drove by the plant but did not attempt to go in when it was seen that the picketers were in what was said to be a very ugly mood.

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04/09/1936 *Ottawa Journal*

Prescott

Broad Street

New C.P.R. Train Being Shown Here

Semi-Streamlined Engine and Coach in Broad Street Yards.

A new light weight semi-stream lined train of the Canadian Pacific Railway, arrived at the Broad Street yards Thursday afternoon from Carleton Place. It will be on view to the public until 10 o'clock Saturday night. The train may be inspected from 11 a.m. to 10. p.m.

Representing the last word in modernization the train was headed by the new 4-4-4, high speed semi-streamlined locomotive No. 3003, and consists of mall and express, baggage, buffet and two first class coaches. The train is fully air conditioned throughout. The locomotive is capable of 110 miles an hour.

The passenger coaches are of light-weight design and semi- streamlined.

Officials who arrived with the train included A. Peers, master mechanic, Montreal; R. F. Thomas, general airbrake inspector, Eastern Lines; Jules Fortier, assistant superintendent Smiths Falls; F. G. Perkins, division master mechanic. Smiths Falls; O. G. Riepert electrical engineer, Quebec division; W. Gregory, electrical engineer, Angus Shops, Montreal; and C. Beaudry, passenger agent Montreal.

05/09/1936 *Ottawa Citizen*

Prescott

Broad Street

Picture of interior

Interior of the buffet coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saurday. One of these coaches, in which refreshments can be served at tables will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

A Smartly-Built Train

Perhaps the most convincing sign of modernity on the Canadian Pacific Railway's new "semi-streamlined" train, now on exhibition at the old Broad street station, is the women's smoking compartment. It is a bow to a long-felt want, we have no doubt, and is recognition of the fact that smoking is now a polite habit with both sexes.

Apart from the women's ".smoker" the train is a fine piece of up-to-dateness, and an inspection of its cool, green interior makes the visitors want to go on a journey. It has been built for ease and comfort, and its seats, windows and lighting arrangements show a great advance on present trains. The train is designed for quick travel on comparatively short runs between important cities, and its inauguration on various lines ought to coax back a lot of customers who now take to the highway.

Avoiding the extremes of stream-lining in the United States, the new product of the railway designer's genius is a smart-looking turn-out. The engine is gracefully contrived without losing altogether its locomotive character, and they say that it can accelerate like a motor car. The coaches are smooth and rakish, built for speed and noiselessness. Light in weight, carried on ball-bearings, and cylindrical in shape, the new tram promises much to a generation that has been inclined to neglect the Iron Horse.

Caption to picture

Interior of the buffet-coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saturday. One of these coaches, in which refreshments can be served at tables, will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

New Train Visited By 10.000 Persons In Ottawa Fridav

Keen Interest Shown in the Latest Coaches and Engine. Will Be On Exhi-bition Again Today.

Ten thousand Ottawans, including Mayor Stanley Lewis, visited the Canadian Pacific Railway's new semi-streamlined train which was on exhibition at Broad street yards yesterday.

The train, which is the last word in Canadian engineering skill, was opened for exhibition at 11 am and visitors streamed through the cars and up into the engine-cab at the rate of 600 an hour during the day. In the evening this rate was at times almost doubled and when closing time was reached at 10 p.m. A. D. Beaudry, passenger agent, who was "clocking" the visitors as they passed through, had counted just a few short of 10,000 callers.

The new type of day-coaches, with rotatable, adjustable chairs appeared to prove of greatest interest to the viators. These coaches are something entirely new in the field of day-coach, travel.

R. F. Thomas, general air-brake inspector, who sat through the day in the engine cab. Explaining features of the new type "Jubilee" engine to the visitors, had many interested and mechanical minded youngsters among his visitors. He put in a busy day, as did all other members of the new train staff, which is headed by A. Peers, district master mechanic.

The train will be on exhibition today from 11 a.m. to 10 p.m., E.D.S.T., and will leave tomorrow morning to continue its tour, visiting Buckingham, Papineauville. Montebello, and St. Therese en route to Montreal. From Montreal it will then go to Quebec city, visiting towns en route.

09/09/1936 *Ottawa Citizen**Renfrew**Carp***Carp Youth Unhurt as Train Strikes Auto**

Claude Armstrong Has Narrow Escape in Crash

CARP, Sept. 8 Claude Armstrong, son of Mr. and Mrs. Wilson Armstrong, of Carp, narrowly escaped death this morning when the car he was driving was hit by a freight train travelling west from the village. He was alone in the car which was entering the village, and although approaching trains may be seen for some distance, he apparently did not notice the freight until too late to stop.

The car was badly wrecked but Mr. Armstrong himself escaped with only a cut on the chin.

About a year ago, Robert Armstrong, brother of Claude Armstrong, was struck at the same crossing while driving in the opposite direction. He, too, was not injured.

14/09/1936 *Ottawa Journal**L'Orignal**Hawkesbury***Take Heavy Safe On Two-Mile Trip Find Only Book**

Thieves at Hawkesbury Open C.N.R. Shed, Steal 500-Pound and Skooter.

HAWKESBURY Sept. 14. (Special). Thieves who made three separate robberies of Canadian National Railway property here during the night, and who went to the trouble of pushing a 500-pound iron safe across the Ottawa river bridge, have little to show for their pains. All they, discovered when they pried open the safe was a cash book.

When telegraph operator Leo Menard arrived at work this morning, he discovered the C.N.R. freight shed at Hawkesbury had been forcibly entered. Thieves gained admittance, through a side window and stole merchandise consisting mostly of socks and underwear, valued at \$8.

A large side door fronting the tracks was opened, and the heavy safe, weighing between 500 and 600 pounds, was moved out and placed on a lorry.

The safe was pushed along the tracks to the end of the train yards, where a section house was broken into and a railway motor speeder appropriated.

By using the motor speeder the thieves were able to push the lorry and the safe across the Ottawa River to Grenville, Que., a distance of some two miles from the station. A third entry was made, into a section house, where crowbars, sledge-hammers, and other tools were taken, and the safe pried open. The sole contents was the cash book.

Hawkesbury and railway police were notified by Freight Clerk Antoine Carriere, who was informed of the robbery by Menard. The stolen lorry and motor speeder and the ruined safe have been recovered, but there is no sign of the cash book. Chief Joseph Beaulne is leading the hunt for the thieves.

14/09/1936 *Ottawa Citizen**Renfrew**Arnprior***Freight Train Strikes Frank Nighbor's Car**

Hockey Star and Companion Escape Injuries

ARNPRIOR, Ont.- Sept. 13 Frank Nighbor of Pembroke, well-known in hockey circles, had a narrow escape from serious injury here when his car was struck by a freight train at the Daniel street crossing of the CNR., at about 2 o'clock Saturday afternoon. Mr. Nighbor was accompanied by Miss Ann Heney of Pembroke.

He slowed up for the crossing but did not notice the train, a freight, which was shunting on a siding. The crossing has an electric wig-wag signal but it operated from the main line only and does not wag or light up when trains are working on the siding.

When Nighbor saw the train it was too late to back up and he accelerated as speedily as possible with the result that the train caught the rear of the car and swung it around with a crash that brought people from nearby homes to their doors.

Neither Mr. Nighbor nor Miss Heney suffered any injury other than shock and although damage was caused to the car it was able to proceed under its own power.

Young Man Gravely Injured In Falling Off Freight Train

Roland Duchesneau of Cacouna suffers amputation of Foot. Accident in C.N.R. Yards

Just after he climbed aboard the side of a box-car of a moving westbound mixed freight tram in the yards of the Canadian National; Railways near Elgin street at 7 o'clock last evening. Roland Duchesneau. 28 of Carouna. Que., was caught by the switch standard just west of the bridge over Elgin street subway and pulled from the train. He fell to the ground between the train and the west corner of the iron bridge and sustained severe injuries to both feet in addition to a cut on the forehead. First aid was rendered at the scene of the accident by two railway employes and the injured man was then taken to the Ottawa Civic Hospital in an ambulance of Hulse Brothers Limited. Shortly after his admittance to the hospital doctors amputated the right foot at the ankle, so badly was it injured. Although the left foot is also severely; injured doctors believe that it will not have to be amputated. Hospital authorities reported this morning that the injured man's condition was as good as could be expected. He is suffering a great deal but his condition is not considered serious. Shouted Warning. Police who Investigated the accident reported that just as the train was pulling through the yards, four men climbed the bank leading from Elgin street at the north side of the tracks and ran for the train. William Hamml, 419 Laurier avenue west, a C.N.R. yardman, shouted to 'the men to keep away from the train. The unfortunate man and one of his companions jumped to the box-car but the two others did not attempt to board the train and disappeared. Durhesneau's companion was successful in getting aboard the train. The Injured man was picked up by railway employes and first aid was rendered by Robert Chapman, 183 Holland avenue, and Joseph Edwards, 387 Gladstone avenue, yard men. The train was moving slowly at the time of the accident as it had to stop before it crossed the bridge over the canal a little east of the Elgin street bridge. The train was in charge of Conductor G.H. Everest, 250 Cooper street.

Sergeant H. Wells of the C.N.R. police and Constable Frederick Wilcox of the city police, investigated the accident

28/09/1936 *Ottawa Citizen**Alexandria**Moose Creek***One Hurt; Three Escape When Train Wrecks Car**

MOOSE CREEK. Sept. 26; -Ferginald Deroucher. of Sandrinuham. suffered a broken hip when the car in which he was a passenger was struck by a freight train yesterday afternoon. The three other passengers in the car escaped with a shaking up despite the fact that the car: was completely demolished. The injured man was rushed to hospital at Cornwall.

The other passengers in the car; were Paul and Levi Deroucher and F- Bovin- all of Sandringham.

29/09/1936 *Ottawa Citizen**Maniwaki**Ironside***Three Men Injured in Level Crossing Crash**

Truk Struck by Passengerr Train ar Ironside.. Two of Those Hurt in Serious Condition. One Man Escapes By Jumping Before Impact. Other Rescued From Cabin of Wrecked Truck on C.P.R Right of Way

When the rear of a truck proceeding north on the Hull-Maniwaki highway was struck by the C.P.R. passenger train at Ironside crossing shortly before five o'clock yesterday afternoon three men were injured and a fourth escaped by jumping from the truck a moment before the impact. The truck was almost completely wrecked.

The Injured, who are all in the Sacred Heart Hospital. Hull, are:

Adelard Brossard. aged 46. Poltimore. driver of the truck, head injuries and probably internal injuries, serious but not critical.

Charles Tomkeawez. aged 61. Low, Que, fractured collar bone and head injuries, not serious.

Hermenegilde Dagenais aged 30. St. Pierre de Wakefield, fractured left hip, serious head injuries and internal injuries, serious but not critical. Jumped Before Crash.

John Easy of Low. Que., was seated in the body of the truck and jumped when he saw that a collision was inevitable. He was not injured.

According to Traffic Officer Hamel. who Investigated the accident. Brossard. who is doing transportation work between Poltimore and Hull, was returning home shortly before five o'clock. He apparently did not notice the approach of the train. Easy was the first to see the danqer and shouted to the men in the front seat. Tomkeawez and Dagenais. who were seated with the driver. Brossard. heard their companion's shouts and seeing their danger, cried to the driver to increase his speed. Brossard did all that was possioie then to avoid the accident but it was too late. The locomotive struck the right rear wheel and carried the truck more than 30 feet along the right-of-way. The three men were still in the cabin of the truk when rescued by passing motorists. They were taken to hospital in an ambulance called from Hull.

The train was brought to an immediate stop and the crew did everything possible to aid the injured men. At this crossing there is no electric signal or crossing gates but there is a clear view for more than half a mile in each direction. The crossing also bears the signs that motorists must come to a full stop before passing over the railway tracks.

In the past few months there have been several accidents at this crossing but none have been fata! accidents.

The train was in charge of Conductor H. Bell of Ottawa, with James Dunlop of Ottawa, engineer.

At the hospital late last night it was stated that all three men have good chance of recovery

Three Cars Derailed on Ottawa-Toronto Train, 200 Passengers Escape
Night Train Meets Accident Near Manotick. Engineer's Presence of Mind Averted Disaster and Only Express and Mail Car Leave Rails. Broken Rail Is Given as Cause. Member of Crew Win High Praise.

More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured, and what might easily have been a major catastrophe was averted.

Three cars off tracks.

The train which is the night pool train, pulled out of the Ottawa Union Station at 11.35 last night with its first scheduled stop Kemptville at 12.25 a.m. It had just got up speed and was thundering on towards its first stop when suddenly the Canadian Pacific Railway Express car left the rails, pulling a Canadian National Express car and the mail car with it. Fortunately the engineer, G. Yelland of Ottawa, saw what had happened and immediately braked the train.

Right-of-way Torn Up

As he pulled the train to a stop, the baggage car between the mail car and the passenger coach and five sleepers held to the rails despite the fact that the right-of-way was torn up and the entire train was rocking from side to side.

Workers in the mail car were thrown to the floor but beyond a few bruises were otherwise unhurt.

Passengers however, were badly jolted but it is understood that none of them was injured.

Among passengers

Among the well-known people who left Ottawa last evening on the train were: Arthur Slaght, K.C., M.P. of Toronto, who was in Ottawa yesterday in connection with a court case; R. McIntyre and J.J. Beachen, both of Toronto and C.H. Coleman of the Hamilton Harbor Commission.

Calls for assistance were at once phoned to Ottawa and Smiths Falls and operating officials of the Canadian Pacific ordered auxiliary engines to the scene of the accident from Smiths Falls and from Ottawa.

Delayed Three Hours.

By three o'clock this morning, the three derailed cars were back on the track and the train pulled off for Bedell where other equipment stood ready to rush the now three-hour late train on her way to Toronto.

Despite the fact that there was a drenching rain pouring down, the crews worked like heroes in an effort to get the train back on the track with all possible speed.

Believe rail broken.

Officials at the scene of the accident state that they were of the opinion that the accident was the result of a broken rail. They all announced themselves as being extremely glad that the engine itself has not left the rails as this would probably have resulted in a serious loss of life.

A C.P.R. official from Hull, Que., who was on the train en route to Toronto on his holidays, took charge of the operations at the accident. The crew in charge of the train were conductor D. Kennedy of Toronto and engineer G. Yelland of Ottawa.

Ten feet of rail were found to be split when an examination was made following the accident. The wheels of the three cars ripped fishplates and ties for 400 yards along the track..

01/10/1936 *Ottawa Journal**Prescott**Manotick*

Baggage Cars Leave Track

Three Hours' Delay in Toronto Run Results.

Due to the derailment of three cars caused by a broken rail at mileage 10. between Gloucester and Manotick, at 11.50 o'clock Wednesday evening, The Ottawa-Toronto pool train was delayed three hours. Officials state that the baggage, mail and express cars were partially derailed and were returned to the tracks through the efforts of the train crew. Workers in the mail car were jolted, but no injuries were reported.

The night pool train left Union Station at 11.35 o'clock last night en route to its first stop at Kemptville. The Canadian Pacific Railway Railway express car was suddenly derailed at 11.50. pulling a Canadian National express car and the mail car with it. The Engineer, G. Yelland of Ottawa, immediately braked the train.

Ottawa and Smiths Falls were notified of the mishap and the Canadian Pacific operating officials ordered auxiliary engines to the scene, but the train crew managed to get the derailed cars back on the track, without any assistance. The crew worked in a downpour and no time was lost through utilization of standard equipment.

The crew in charge of the train were Conductor D. Kennedy, of Toronto and Engineer G. Yelland. of Ottawa.

Ten feet of rail were found to be split and the wheels of the cars ripped fish plates and ties along the track at intervals for about 400 yards.

Three cars derailed on Ottawa - Toronto train, 200 passengers escape. Night train meets accident near Manotick. Engineer's presence of mind averted disaster and only express and mail cars leave rails. Broken rail given as cause. Members of crew win high praise. More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured and what might easily have been a major catastrophe was averted.

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Board Investigates Derailment
The Board of Railway Commissioners, it was learned Thursday, is investigating the partial derailment of three cars on the Toronto-Ottawa pool train which occurred near Manotick, 16 miles south of here. An official of the board said three baggage and express cars were derailed. No one was injured. A broken rail was said to have been the cause of the accident. The train crew was able to work the cars back on to the track without assistance of a wrecking crew summoned from Ottawa.

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Railway Commissioners Probing Train Wreck
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Big Truck Knocks Railway Car From Track At Crossing
A large truck owned by the National Grocers, and driven by Jean Paul D'Aoust, 138 York street, Ottawa, was badly damaged when it struck a Canadian Pacific freight train at the Montclair boulevard crossing in Hull at 8.50 p m yesterday, knocking one of the freight cars off the tracks. The driver and companion, Lorenzo Beland, of 145 Murray street, both 20 years of age, were slightly injured in the accident. They jumped off the truck when they saw the collision was unavoidable and escaped with a few bruises and cuts. They were also suffering from shock but were able to proceed to their respective home. The truck was carried some 20 feet along the track and damaged to the extent of about \$300. It was raining heavily at the time of the accident and it is thought by police that D Aoust did not see the train until the truck reached the crossing. The Hull police were notified about an hour later and investigated the accident. The truck was proceeding towards St. Redempteur street and the train was coming from the Lachute subdivision to Hull West when the truck struck the freight car behind the tender. It struck the freight car so hard that the car was knocked off the rails and the truck rolled over into the ditch. Railway officials stated that as far as they knew, the freight car and its contents were undamaged. They stated, however, that the replacing of the derailed truck of the car. resulted in the train being delayed for some little time.

Admits he robbed railway stations

B.B. Harris, special investigator for the C.N.R. announced this morning that a series of railway station break-ins in the Ottawa district had been solved by the confession of Redmond Cote, 25 years of age, of no fixed age, but who said his home was in Ottawa. Cote was wounded in the leg by a revolver shot by C.N.R. police at Valleyfield, Que., last week as he was allegedly attempting to break in the New York Central Railway freight sheds there. He is at present in the Valleyfield hospital and will be committed for trial as soon as he is well enough to appear in Valleyfield court.

Mr. Harris stated that Cote admitted breaking into Hawkesbury, Vankleek Hill and St. Polycarp stations. In each case safes were broken open and varying amounts of money stolen.

Cote has previous convictions in Ottawa.

24/11/1936 *Ottawa Citizen**Prescott**Ellwood*

Police searching for bogus money believed hidden.

Working on a theory that a quantity of counterfeit bills, and plates for printing them, were cached under the flooring, police this morning ripped up the floor of the Canadian Pacific Railway tool-house at Ellwood, four miles south of Ottawa. Digging several feet into the earth beneath the two-inch planks revealed nothing.

The search was instituted following the arrest early this morning of Daniel McRitchie, 51 years, of Cooksville, who was paroled four days ago from an Ontario reformatory at Mimico. McRitchie was apprehended by Corporal C. Graham and Constable Poudrette of the Royal Canadian Mounted Police, Cornwall. McRitchie was caught in the tool-house. He is charged with breaking and entering and awaits arraignment.

A close watch is being kept in the vicinity of the tool-house as the police hold the theory that McRitchie had arranged to meet a confederate believed to have been one of the gang of counterfeiters which was operating in Ottawa and Hull slightly over a year ago. At that time many spurious bills were circulated in the two cities, merchants being the victims.

When police began ripping up the floor of the tool-house they discovered that in one spot the earth appeared to have been recently disturbed. They think it possible that some members of the gang may have visited the shack recently and removed whatever might have been buried there. The officers also made a casual examination of the surrounding fields, ditches and hedges.

Constables Poudrette and Georges Lemieux of the R.C.M.P. and Constable George Kelly of the C.P.R. police, are conducting the investigation. McRitchie, it is alleged, had a key to the tool-house and police are endeavouring to discover how he got it.

03/12/1936 *Ottawa Citizen**Waltham**Shawville*

Pontiac Man Is Killed by Train

SHAWVILLE, Que., Dec. 3. Garner Richardson, aged 65, farmer residing two miles west of Shawville, was instantly killed about nine o'clock this morning when struck by a Waltham-Ottawa freight train while walking on the tracks near his home. Richardson was stone deaf and apparently did not hear the train whistle. The train crew, who saw him on the tracks, were not able to bring the train to a stop in time.

Dr. Renaud of Campbell's Bay, coroner for Pontiac, was called and viewed the body. It is not likely that an inquest will be held. The late Mr. Richardson was a lifelong resident of the district. He leaves his widow, the former Margaret Strutt; three sons, Lindsay, Clarence and Hilburn; and a daughter, Marjorie, all at home. Funeral arrangements have not yet been made.

03/12/1936 *Ottawa Citizen**Kingston (CN)*

Kingstonian Escapes As Train Smashes Car

KINGSTON, Ont., Dec. 2. Samuel Abramsky, Kingston department store owner, had a remarkable escape from death today when his car was hit and demolished by a Canadian National Railways train at Catarqui crossing, four miles from Kingston. Because of the slippery condition of the road, Abramsky was unable to stop his car, he said afterwards, and had barely time to get out before it was hit.

05/12/1936 *Ottawa Citizen**Waltham**Shawville*

Clear Train Crew Of Blame In Death

CAMPBELL'S BAY, Que., Dec. 4. The inquest into the death of Garner Richardson, struck by a C.P.R. train No. 98 at mileage 49 near Lawn Station yesterday at the scene of the accident and adjourned, was completed today at Richardson's Crossing.

Doctor [sic] Leopold Renaud, coroner for the district of Pontiac, presided.

A number of witnesses were heard, including a son of the deceased and it was found that the late Mr. Richardson was totally deaf in one ear and to talk to him one had to stand very close and talk very loudly into the other. Other evidence brought out was that owing to the number of curves near the scene of the accident, it would have been impossible to bring the train to a stop even though the engine had been shut off and brakes put in emergency when he was first sighted. The engine crew stated that everything possible had been done to avoid hitting him.

The jury composed of J. E. Homer, foreman; Hubert Hamilton, Archie Horner, Joseph Stanley, Russell Grant and Walter Moffatt, after hearing the evidence, returned a verdict of accidental death, placing no blame on the train crew which was in charge of Conductor Richard Cooper and made up of Brakemen A. C. Trudeau and Ed. Watson, Engineer W. McKnight and Firemen W. Blackburn, all of Ottawa.

08/12/1936 *Ottawa Citizen**Sussex Street**Montreal Road*

Motorcar Crashes Against Train At Eastview Crossing

A taxi driver and two Eastview election campaign workers narrowly escaped serious injury yesterday when their car crashed into a moving freight train at the Montreal road crossing, in East-view. The car was badly wrecked and its occupants shaken up.

The car was driven by Felix Lamoureux, 151 Montreal road, taxi owner, and the other occupants were Mrs. Thomas Lowden, 31 Ethel street, and her sister-in-law, Mrs. Alex Foubert, 5 Dagmar street. They were on their way to pick up electors to convey them to the polls.

Constable Emile Martel, of the Eastview police was an eye-witness of the accident. According to his report, a C.P.R. freight train was backing north on the Eastview siding. The train came to full stop before entering the highway and the usual warning was given, he said.

Mr. Lamoureux, who was driving west on the Montreal road, failed to notice the approaching train. He suddenly applied his brakes when but a short distance from the slowly moving cars and ran into the second last one, a gasoline tank. The pavement was in a slippery condition at this spot. Lamoureux' car was thrown sideways. The front part was badly damaged. The train crew, composed of Engineer Harry Baker, 1050 Gladstone avenue; Conductor Thomas Fortune, 1074 Gladstone, and Trainman R. D. Donaldson, 164 Arlington avenue, were not aware of the accident until the locomotive was over the crossing.

21/12/1936 *Ottawa Citizen**Waltham**Wyman*

Train off rails near Wyman delays traffic

The Waltham-Ottawa C.P.R. passenger train was delayed for about two hours this morning when two wheels of the locomotive left the rails at a crossing a short distance west of Wyman station. No one suffered injury and no property damage was caused. The train was coming to a stop for the station when the derailment occurred. An auxiliary crew was called from Ottawa and placed the locomotive back on the rails. Ice forming over the rails at the crossing on the Hull-Chapleau highway a few hundred yards from the railway station is blamed for the derailment. Highway traffic as well as the railway line was tied up.

Train off Rails Near Wyman Delays Traffic

Wyman, Que, Dec. 21. - The Waltham-Ottawa C.P.R. passenger train was delayed for about two hours this morning when two wheels of the locomotive left the rails at a crossing a short distance west of Wyman station. No one suffered injury and no property damage was caused. The train was coming to a stop for the station when the derailment occurred. An auxiliary crew was called from Ottawa and placed the locomotive back on the rails.

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Winchester Township Farmer Killed by Train
Donald Gray's Car Hit by Express On Crossing Near Chesterville.

CHESTERVILLE, Ont., Dec. 28. (Special) Fatally injured when the C.P.R. Montreal-Toronto passenger train struck his stalled automobile on a dangerous level crossing one mile and three-quarters west of Chesterville at 9.45 o'clock today, Donald Gray, 29-year-old Winchester Township farmer, died before he could receive medical assistance. The automobile was carried 500 feet down the track.

The accident was witnessed by Harold Windsor, district farmer, who was following Mr. Gray's car westbound along the Winchester-Chesterville boundary road. He noticed the car, with trailer of milk cans attached, stalled on the crossing. There is a double twist to the road, marked by checkerboard signs. But visibility is such that the driver has to look over his shoulder to sight an approaching train. Mr. Windsor thought the driver would have had time to escape from his machine before the collision.

Train Hits Car.

The train struck the car in the centre on its left side, and carried it down the track. The trailer was broken apart by the impact. The machine was a total wreck.

Mr. Windsor pulled Mr. Gray, still living from the wreckage, and drove him to Chesterville. He died on the way to the office of Dr. W. H. Lloyd. Coroner Dr. Peter McLaughlin, Winchester, was summoned, and ordered an inquest, and the body was removed to Dixon's undertaking parlors, Chesterville, where funeral arrangement will be made.

Engineer D. Hayes and Conductor J. Phillips, both of Smiths Falls, made a report at that divisional point to A. Williams, C.P.R. superintendent. All crossing signals had been given, and the train had been travelling at 15 miles per hour when the stalled car was noticed. Brakes were applied, but the accident could not be averted. The train was delayed 80 minutes.