

Local Railway Items from Area Papers - 1937

02/01/1937 *Ottawa Journal*

Renfrew

Holland Avenue

GIRL IS KILLED WHEN STRUCK BY TRAIN HERE

Jean Hyde, 13, of Merivale Road, Victim of Accident Near Holland Avenue.

Returning home after spending New Year's afternoon at a theatre with a younger brother, Jean Hyde, 13-year-old daughter of Mr. and Mrs. Ernest Hyde, Merivale road, Carlington, was fatally injured when struck by the west bound CNR. Ottawa-Pembroke local, just west of Holland avenue subway, at 4.30 p.m. Friday.

Rolled along the track for a distance of 28 feet and then down the steep embankment on the north side for 30 feet more, the child was in a critical condition when picked up and died while being taken to Ottawa Civic Hospital.

Brother Jumps Aside.

Jean was walking west on the track with her 10-year-old brother, Harris. The latter remarkably missed the fate of his sister by leaping aside just as the train struck her. A protruding part of the engine glanced the heel of his boot, but he was not injured.

The brother later told The Journal the story of the tragedy, which turned the Merivale road home from one of joy to sorrow, death claiming the eldest of a family of four children.

"We were walking along the track as I always do and watching boys playing on the ice near there." Harris said. "I heard the whistle just as the train hit her and I jumped, the train just tipping my heel. I fell down the side of the hill and when I got up I saw part of Jean's goloshes on the track. Then I ran home and told mother Jean was hurt," the boy said.

Harris declared the surface between the tracks was icy and he didn't want to walk there choosing the north side instead. His sister, however, walked between the tracks.

The father of the child recalled that during the morning Jean had remarked: "Well I wonder what 1937 is going to bring me."

The train, carrying many people who were in Ottawa for the holiday, left Union Station at 4.20 p.m. in charge of Engineer Edward Silverthorne, 55 Hazel street, and Conductor John McBain, Russell road, Ovcrbrook. The engineer told Constable James W. Moffat and Acting Detective Roy O'Neill he first noticed the children on the track when the train reached the subway, 150 feet from the scene of the accident.

Put on Brakes.

When he saw the children did not make any attempt to get off the right-of-way, he sounded the whistle and pulled on the emergency brakes., The train came to a stop 180 feet from the point where the girl was struck.

Dr. Edward Box, of 76 Iona street, who was walking across Fisher Park with his father and two children, told police he didn't see the train until it was nearly upon the children. He saw the boy jump, but apparently the girl did not have time to do likewise.

Dr. Box picked the child up as the train came to a stop and realised she was critically hurt, although there still was a trace of life. Her left foot was amputated while her right leg was broken and she suffered numerous injuries to her face, head and body.

An ambulance from A. E. Veitch and Son, 453 Parkdale avenue, was called and took the girl to Civic Hospital. She was dead on arrival there.

02/01/1937 *Ottawa Citizen*

Union Forwarding

Description of a Journey on an Extraordinary Railway.

Having given a fairly lengthy description of the life and works of the late John Egan and his effort to construct the Chats Canal back in the fifties, O.T.S. has been requested to publish a few facts about the old Pontiac Railroad, which was one of the most amazing examples of railway construction on the whole history of Canada, and which was built for the purpose of transporting boat passengers between Chats Lake and Lake Deschenes.

For this purpose we can do little better than present a description of this wonderful railway as written by a man who rode over it in 1855 and wrote a first hand story. The writer was W.S. Hunter Jr. After describing the Chats Falls and their wonderful beauty, he said:

"It's now time to describe the mode in which this formidable obstruction to navigation 'Chats Falls' is overcome. On landing from the steamer at the foot of Chats Lake, we find ourselves on a convenient wharf and are presently invited to take our places in an open carriage drawn by two horses, tandem fashion and soon find ourselves traveling at a pretty sharp rot along a railway track.

Was Extraordinary

"This extraordinary railway is built across the barrier of rock on piles of squared trees. These trees have been laid across each other horizontally and longitudinally in alternate layers until the required height was obtained. In order that the track may be level it has been necessary in many places to raise the pile of timber over twenty-five feet from the ground.

"There is no railing or fence of any description at the side, but during the several years that this amazing road has been in operation no accident has ever occurred on it, so well has it been managed.

"On arriving at the other end of the railway, which, by the way, is three miles long, we find that we have to descend a long flight of stairs to the wharf below. These stairs are built in a warehouse belonging to the steamboat company, and are necessary because there is about seventy feet of difference between the level of the railway and that of the river below. Descending these stairs we find ourselves on a large wharf alongside which lies the Steamer Emerald, etc., etc."

This remarkable tramway, we learn, stopped running in 1877, owing to the C.P.R. having been built into Pembroke. This was also the last year that the passenger boat "Jessie Cassels", ran to Pontiac from Aylmer. This narrow gauge railway was built away back in the middle forties - when steamboats began to ply regularly between Aylmer and the foot of the Chats. Congestion in the transfer of goods overland to the foot of the lake made it necessary.

Remembers Journey on Remarkable Railroad.

One who retains vivid memories of the old Pontiac horse railway which played an important part in the transportation affairs of the Chats Lake district many years ago, is Mr. Ernest Therien, 408 Rideau street. Writing to O.T.S., Mr. Therien says:

"I doubt if there are many living in the Ottawa Valley today who can say they had a trip on that remarkable old railway. I once had the pleasure and will never forget it, though I was very young at the time. Sometimes two horses were used, one travelling ahead of the other in the center of the track.

"The last time I saw that wonderful railway it was in ruins; the high trestles were rapidly decaying and falling apart. When I lived in Annprior years ago, we used to cross Chats Lake to this forsaken spot to pick blueberries.

"When the railway was being built in the forties my grandfather, Charles Garrant, was chief cook in the construction camp. His youngest daughter is still alive and living in Almonte at the advanced age of 88 years."

Ask Parents To Keep Children Off Tracks

Coroner's Jury Find Death of Jean Hyde Purely Accidental.

Recommendation that parents constantly caution their children not to walk on railway tracks was contained in a verdict. Thursday evening of a coroner's jury inquiring into the death of Jean Hyde, 13-year-old daughter of Mr. and Mrs. Ernest Hyde, Merivale Road, Carlington, who was killed when struck by a CNR. train, near Holland avenue subway, on New Year's Day.

The jury found death was accidental and there was no negligence on anyone's part. The girl was walking west on the track with her ten-year-old brother, Harris Hyde, and the train proceeding in the same direction. The boy said he did not notice the train until it was just about upon them. He yelled to his sister and jumped, just getting off the track himself in time. He did not hear the train whistle or bell.

Dr. Edward Box and Robert Box, of 78 Iona street, and Rupert Meldrum, 40 Java street, also said, they did not hear the whistle or bell, but Engineer Edward Silverthorne, of 55 Hazel street and Fireman J.L. Culhane, of 103 Springhurst, of the train crew, said the bell had been ringing steadily while the whistle was sounded for some time when the children were noticed on the track. The emergency brakes were applied about 75 feet from where the children were walking. The fireman, who first noticed the children and had a good view of them, said they appeared to make a confused movement just before the accident.

Dr. Harry Dover, coroner, presided and witnesses were questioned by Acting Crown Attorney Raoul Mercier. Austin O'Connor, K.C., was present for the Hyde family, and Joseph F. Proulx, CNR. legal department, appeared for the company.

Mr. Proulx submitted a plan of the scene of the accident, while other witnesses were Dr. T.R. Little, who said death was due to multiple fractures, hemorrhage and shock; Constable James W. Moffatt, and Acting Detective Roy O'Neil, of city police; John McBain, conductor, of Russell road, Overbrook, Harold Hutt, baggageman, of 138 Arlington avenue, and Norman J. Henderson, brakeman, 48 Clarey avenue, members of the train crew.

11/01/1937 *Ottawa Citizen**Winchester**Chesterville*

Jury Attaches No Blame In Donald Gray Death

CHESTERVILLE, Jan. 10. Recommendation that flashing signals be installed on the approaches to the railway crossing on the Chesterville-Winchester highway, was made here Saturday by a coroner's jury investigating the death of Donald Gray, who was killed on December 28 when his car was struck by a train. The jury attached no blame to anyone for the accident, but it was pointed out that since the highway runs parallel to the track on each side of the crossing, lights should be installed.

20/01/1937 *Ottawa Citizen**Alexandria**Greenfield*

Greenfield Woman Killed Instantly Walking on Track

ALEXANDRIA, Ont. Jan. 20. Struck by a C.N.R. passenger train as she was walking on the railway tracks near her home, Mrs. Duncan John Roy MacDonald, aged about 60 years, well known resident of Greenfield, was instantly killed at 10.45 o'clock this morning. The accident occurred about one and a half miles east of Greenfield station.

Dr. D. J. Dolan, of Alexandria chief coroner for Glengarry county, was notified and had the remains taken to Alexandria. He will open an inquest at a later date. According to the train crew, Mrs. MacDonald was walking on the tracks, her back turned to the westbound train. The accident happened in a curve and the train engineer first noticed the unfortunate woman when the train was but a few hundred feet away. Emergency brakes were applied but the woman was struck with great force and thrown several yards along the right of way.

The train came to an instant stop and when it was ascertained that the woman was dead, the body was left in charge of the train's brakeman. The train stopped at Greenfield and the coroner at Alexandria was notified by telephone.

Dr. Dolan went immediately to the scene and had the remains taken to Alexandria where they were later taken charge of by relatives. The coroner is expected to open an inquest some time today.

George Keeley of Montreal was the conductor, and S. McMillan, also of Montreal, was the engineer of the train.

04/02/1937 *Ottawa Citizen**Winchester**Apple Hill*

Auto Strikes Train Occupants Uninjured

APPLE HILL, Ont., Feb. 2 Six occupants of a motorcar driven by Joseph Longton narrowly escaped death or serious injury Monday evening when the auto crashed into the side of a passenger train as it was proceeding over the crossing near Apple Hill station. One train, en route to Toronto, had just passed over the crossing and, not noticing another eastbound train, Longton started across behind the first.

His auto crashed into the first car of the second train, which fortunately was slowing down for the station. The auto was swung around and carried a short distance along the tracks and the bumper torn off, but all the occupants escaped injury. After being placed back on the road the auto was able to proceed under its own power.

05/02/1937 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Train Scatters Load

MORRISBURG, Ont. Feb. 4. James Robinson, Morrisburg farmer, was drawing wood from the bush near here today when his sleigh became stuck on the main line of the Canadian National Railways. He unloaded the wood and drove team and sleigh off the tracks but before he could return for the wood, Toronto-bound train came along and spread it far and wide. The engine was considerably dented by the impact.

15/02/1937 *Ottawa Journal**New York Central**Ottawa*

Black blasting powder was used in an attempt to blow open a safe at the yard office of the New York Central Railway, 389 Nicholas street, but though the combination and handle were blown off the thieves were unable to open the door. Other offices in the building were, however, ransacked.

Truck Crashes Train at Richmond Road Crossing

Two Ottawa men had a miraculous escape from serious injury or death when the truck in which they were riding crashed into the side of a special Canadian National Railways freight train headed for Barry's Bay at the Richmond road crossing at Graham Bay, about eight miles from Ottawa, early this morning. The men, Harry Purcell, 125 Irving avenue, and Morris Ferguson, 51 Pinhey street, were rushed to the Civic Hospital and given attention. Ferguson was allowed to go home after he had been treated for facial cuts and bruises, but Purcell, who was the more seriously injured of the two, and suffered severe body bruises, will be confined to the hospital for some days.

Crashes In Heavy Fog.

The truck, owned by Motorways Limited, was headed for Toronto and left Ottawa shortly after one o'clock this morning. As they swung onto the Richmond road there was a heavy fog. It is understood that the men in the truck failed to see the train in time owing to the density of the fog.

Three Cars Damaged.

The train, in charge of Engineer E. Palmer, and Conductor A. Joyce of Ottawa, left the yards at 1.30 this morning, and reached the level crossing at 2.10. The men in charge of the train stated that they did not see the truck approaching and that the train was almost over the crossing when the truck crashed into it. The truck hit the fifth car from the rear of the train and damaged three cars in all.

Thrown out of cab

At the time of the impact, Purcell was thrown clean out of the cab. The crash was so violent that the truck was almost a total wreck. The trailer attached to the truck was also severely damaged

Rushed to hospital

Sergeant Harry Storey of the Ontario provincial police, stationed at Perth, who was on his way home, arrived at the scene of the crash shortly after the accident and at once rushed the men to the Civic Hospital in Ottawa in his automobile,

The crossing has no signals as it is considered to be an open view crossing.

The density of the fog would undoubtedly dim the headlights both of the train and of the truck, it was stated.

None of the freight cars were derailed, and the train was able to continue on its journey, the line not having been blocked.

16/03/1937 *Ottawa Citizen**Chalk River**Renfrew***Gordon Nash Dies After Car Strikes Train At Crossing**

RENFREW, March 15. Resulting from injuries sustained when his automobile ran head-on into the engine of the eastbound C.P.R. local this afternoon at Henderson's Crossing, five miles west of Renfrew, Gordon Nash of Ottawa, a commercial traveller for the Creamery Packing Company, Toronto, died in Victoria Hospital, Renfrew, about 6.30 tonight.

Clear View of Crossing.

Travelling west on highway 17. Nash apparently did not see the eastbound train, although according to police measurements he had a clear view of the crossing for a distance of 50 yards at that point. His car rammed the side of the train engine and the car motor was lifted out of the frame and thrown 30 yards. Other parts of the vehicle were sent flying over 60 yards.

Dr. K. MacKinnon of Renfrew, who happened to be the first motorist to arrive on the scene, picked the victim up about twelve feet from the rails and brought him to the hospital here. An operation was performed in an attempt, to save his life but he died shortly after the operation. The accident is being investigated by Provincial Constable E. V. McNeill of Pembroke.

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The train involved in the accident which arrived in Ottawa 15 minutes late, was in charge of Conductor I. Snider of Prescott, and Engineer Arthur Laurendeau, 9 Eccles street, Ottawa. According to members of the train crew, the motor car ran into the side of the locomotive, at the first crossing west of Renfrew on the Ottawa-Pembroke highway.

16/03/1937 *Ottawa Journal**Chalk River**Renfrew***Adjourns Inquest Into Fatal Crash**

Renfrew Coroner Resumes Nash Inquiry Saturday.

RENFREW, Ont., March 16. (Special) A preliminary inquest into the death of Gordon Nash on Monday, following a collision between his automobile and an east-bound passenger train, four miles west of Renfrew, was conducted here by Dr. J. J. McCann, coroner. A jury consisting of W. Stewart foreman; R. F. Fraser. C. O. Thacker. W. Logan. J. Dolan. R. D. Scott, and J. Donohue met and adjourned the inquest until Saturday afternoon at three o'clock.

09/04/1937 *Ottawa Citizen**Smiths Falls***Second attempt to derail train.**

News of a second attempt to derail the C.N.R. "mixed" train near Smiths Falls on Tuesday night was made public here tonight by Constable Ray Morden of Lindsay who is here investigating the incident. According to reports, the attempt was unsuccessful, the engine pilot brushing aside boulders on the track.

Constable Morden declared a mitten found near the scene and small footprints indicated that the small boulders had been piled across the right-of-way by small boys. The investigation is continuing.

An attempt to derail the train was made some two weeks ago when two ties were propped across the track but on this occasion too, the engine pilot brushed the obstruction aside. The C.N.R. and local police investigated and three transients were arrested.

12/04/1937 *Ottawa Citizen**Maniwaki**Farrellton***Washout Delays Arrival Ottawa Maniwaki Train**

A washout on the Ottawa- Maniwaki C.P.R. line delayed the arrival of the Gatineau train to the Capital last night three hours. Trackmen discovered the wash-out several hours before the train was scheduled to pass.

The washout was at a gully, close to Farrellton, Que. Eighteen feet of earth from under the tracks slid away, leaving one rail sagging over the gap.

The train, due in Ottawa at 8.30 p.m. did not arrive until 11.45 p.m. When the trouble was discovered late in the afternoon the train had already left Maniwaki.

The trackmen warned divisional head quarters, however, in time to have the train flagged one mile up the track.

A bridge-building crew sent out from Ottawa had to build a trestle across the washout. After trestle was tested by the engine of the works crew, the Gatineau train was allowed to proceed.

Search For Person Who Thrice Tried To Derail Trains

SMITHS FALLS, April 12. Belief that a mentally deranged person was responsible for the three attempts to derail trains in this district during the past three weeks spread through Smiths Falls tonight and both railway and Smiths Falls police were conducting a thorough search of the section north of Smiths Falls, determined to prevent a fourth effort to wreck a train.

C.P.R. police streamed into Smiths Falls today following the disclosure of an attempt to wreck a Canadian Pacific train late on Saturday night when ties were placed across the eastbound track about a mile from Smiths Falls and northwest of the town.

It was learned that three piles of ties, each containing three or four timbers, had been laid across the right-of-way sometime on Saturday evening.

A westbound train crew noticed the obstruction and word was forwarded ahead so that the first eastbound train, though it struck the barricade, was proceeding cautiously and was not derailed.

All in Same District.

All three attempts, it is pointed out, occurred in the same district to the north of Smiths Falls. On the first occasion, some three weeks ago, two ties were propped across the C.N.R. rails just north of the town in an obvious attempt to derail the C.N.R. mixed train. Belleville-bound. The train crashed into the obstruction and the ties were brushed aside. The second attempt again on the C.N.R. tracks, was made last Tuesday when small boulders were piled on the right-of-way. A sectionman, however, noticed the obstruction and the stones were removed before the train arrived.

On this occasion, C.N.R. and local police found a child's woollen mitten and the footprints of children or small boys in the vicinity and it was believed that the youngsters were responsible for the occurrence.

But belief changed today, following news of the near wreck on Saturday night, no children or small boys, police believe, could have carried the heavy ties from the pile and arranged them on the track and general belief is that some mentally deficient person is behind three attempts to wreck the trains.

Railwayman in this important divisional point, fear that another attempt will be made to derail a train, whether C.P.R. or C.N.R., and police intend keeping a close watch, particularly in the north end district where all three attempts have occurred, There is talk that Royal Canadian Mounted Police will be called in on the case in the near future.

In the meantime rumors last night linked three recent fires with the possible operations of the man or men responsible for the near accidents on the railways. It is pointed out that within the past three weeks, two private garages caught fire from unknown causes and in each case automobiles were destroyed. The third fire occurred in the Collegiate Institute but was noticed in time and damage was confined to \$200. All three fires broke out in the extreme north end of the town and all three locations are within an area of five blocks.

13/05/1937 *Ottawa Citizen**Waltham**Wyman*

? Man Escapes ? Jumping From Rear End of Train

CAMPBELL'S BAY, Que., May 13. While being returned from the jail here to Montreal penitentiary by Provincial Officer Ubald Legault, Phydime Simard of Hull, who was serving a sentence of several years at Montreal and had been brought back here as a crown, witness against Emile Rossignol of Hull, escaped from the train at Wyman station at 8.24 standard time, this morning. Officer Legault got in touch with the sheriff. Charles Belec, who immediately left for Wyman. accompanied by High Constable Michael St. Germain. Gatineau county officers and the Hull city police are also co-operating in the search.

Rossignol on Tuesday was sentenced to one year in jail at Campbell's Bay by Judge Roland Millar when he was found guilty on two charges of stealing lumber. Another accused, Henri Cote, who was jointly charged with Rossignol, was acquitted.

In Hull police court today. Rosignol pleaded guilty to a charge of theft of \$20 goods from L. A. Charbonneau's store, Hull, and was sentenced to one year, the sentence to run concurrently with that at Campbell's Bay.

According to Detective Legault. Simard jumped from the back of the train and fell on the tracks. He seemed to have been slightly injured in his jump. Before the train could be stopped and Detective Legault reach the place where Simard had jumped, the latter had escaped in a nearby bush.

Simard three months ago was sentenced to two years in St. Vincent de Paul penitentiary after he pleaded guilty to several charges of robbery in Hull city.

19/05/1937 *Ottawa Journal**Carleton Place*

Find Unknown Man Run Over by Train

A verdict of accidental death as the result of being run over by CPR freight train on May 11, was returned by a coroner's jury at Hazeldean on Tuesday evening at the inquest into the death of an unidentified man, found decapitated beside the tracks between Ashton and Stittsville. Coroner Dr. J. S. Nelson, of Westboro, presided,

21/05/1937 *Ottawa Citizen**Winchester**Chambers Street*

Train Wrecks Car; Couple Uninjured

SMITHS FALLS, May 20. Mr. and Mrs. Daniel Derrig of Toledo, Ont., were tonight congratulating themselves on a lucky escape from death, but were lamenting the loss of a car which was struck and demolished by a C.P.R. train at the Chambers street east crossing late this afternoon. Noticing the approaching train as their car pulled up on the tracks, Mrs. Derrig jumped and was clear before the car was struck and carried across the road by the train. Despite the fact that the car was almost completely demolished, Mr. Derrig escaped with only a few scratches and bruises.

Chief of Police John Lees who investigated, stated that Mr. Derrig reported he had heard the train approaching but had considered he had plenty of time to cross before it approached the crossing.

On a busy street, the crossing is considered a dangerous one, and all trains approach it slowly with whistles sounding. Today's accident was the second in two years in which cars have been wrecked with their occupants escaping

22/05/1937 *Ottawa Citizen**Renfrew**Barrys Bay*

Three Men Killed Barry's Bay Wreck

The unusual record of immunity from serious accident which the Ottawa, Arnprior and Parry Sound Railway had enjoyed since it opened for traffic, was broken on the evening of January 21, 1897 (just 40 years ago) by a casualty which occurred near Barry's Bay resulting in the death of three train hands and the injury of another.

Those who lost their lives were: Charles Hutchison, fireman; James Casselman, brakeman, and William Russell, in charge of the store car. The injured man was William Taylor, engineer, who was scalded about the face and hands.

The train was a wavy freight, in charge of Conductor Aris and Engineer Taylor. The train as it left Ottawa consisted of 27 laden cars, and was still a fairly heavy one when it reached Barry's Bay at 7.15 in the evening. Four miles above Barry's Bay was a short side track, known as O'Brien's siding. It was there the disaster occurred.

It appears that just as the siding was reached the engine jumped off the track. Two cars were standing on the siding. Into these the derailed engine crashed and was thrown into the ditch, falling upon her side. Several of the cars following were also derailed and overturned.

C.N.R. Express Crashes into Freight Train at Maxville; One Injured

MAXVILLE, Ont., June 3. Only one person suffered injuries that required medical attention when the crack Canadian National Railways' Montreal-Vancouver express crashed into the rear cars of a freight train near here last night. William Roach, master mechanic of Ottawa, who was riding in the locomotive cab, jumped from the speeding train just before the crash and suffered fractured right wrist, cuts about the face and bruises.

The accident occurred about 10.30 daylight saving time last night. The passenger train, which was westbound, passed through Maxville station on time.

Delayed in Clearing.

The freight train, number 402, which was eastbound, was just moving into the long siding about a mile west of here. Due to some trouble in a derailing switch, the train did not move off the main line as quickly as expected. The crew of the freight, however, had placed a number of flares on the track, but it is understood that due to a curve in the line at that point, they were not entirely visible to the speeding passenger train.

Just as the last of the freight cars were moving into the siding, the passenger train hove in sight. Its engineer at once saw the flares and applied the brakes with all possible haste but the distance was too short and the express crashed into the last two cars.

Lumber Strewn About.

The cars wrecked were one with a load of lumber and one deadhead baggage cars. The lumber was strewn all over the tracks and some length of rail torn up. Due to expert handling by the train crew, however, no part of the passenger train left the tracks.

Wrecking Crew Busy.

News of the wreck was quickly flashed to Ottawa and A. B. McNaughton, divisional superintendent, at once ordered the wrecking train out from the Bank street, Ottawa yards. With Mr. McNaughton in personal charge, the crew reached here in record time and went to work to clear the track.

Dr. W. McDiarmid of Maxville was called to the scene of this accident and after rendering first aid to Mr. Roach, made a checkup with C.N.R. officials of the passengers.

Engineer M.T. Ashe was in charge of the passenger train engine. The conductor was G.M. Brockell of Ottawa.

15 Passengers Arrive.

Fifteen passengers bound for Ottawa arrived at the Union station at 3.30 daylight saving time this morning on a special train which had been sent for them. Dr. P.W. McKinnon, C.N.R. physician, was on hand in case any of the passengers required attention. One man who stated that his back was hurt was examined by the doctor. The passengers stated that the jar from the crash was very light considering the fact that the train stopped in such a short distance.

Engineer Hurt In Train Crash Near Maxville

William Roach Injured In Jumping from Cab of Flyer

William Roach master-mechanic and travelling engineer of the Canadian National Railways, who resides at 598 King Edward avenue was injured in a crash one mile west of Maxville, at 9.35 p.m. standard time Wednesday. When the C.N.R. trans-continental passenger train No. 1, west-bound, side swiped the rear of an east-bound freight train at a siding. The passenger train scheduled to arrive here at 10.15 p.m. standard time did not arrive until 4.30 a.m.

The only person on either train to suffer grave injuries, Mr. Roach was badly cut about the face and head and received a fractured right wrist when he jumped from the cab of the transcontinental flyer. First aid was given the injured man by Dr. W. B. McDiarmid, of Maxfield, assisted by a nurse, who was a passenger on the west-bound train. Mr Roach was later brought to hospital here.

Failed to clear track.

The wreck occurred when the freight train was pulling into the Maxville siding. It failed to fully clear the main line tracks and two rear cars were sideswiped by the heavy locomotive of the passenger express. The engineer on the freight was James Rawlings, of Ottawa, and the engineer in charge of the trans-continental was N.T. Ashe, of Ottawa.

A flat car Laden with Lumber was hurled from the right-of-way and an empty baggage car on the freight was derailed.

Curve Near Scene.

Railway workers said the freight had set flares at the both front and rear of the train, but, owing to a slight curve on the tracks, the engineer of the passenger train was unable to see them until he was virtually on top of the slow-moving freight.

The engineer of the passenger train set his air brakes, but was unable to avert the crash. Seeing that a collision was inevitable, Mr. Roach jumped from the engine's cab, and received his injuries when he fell heavily to the gravel road bed. Mr. Roach had been travelling in the cab in keeping with his duties.

Locomotive damaged.

The passenger locomotive was badly damaged, and had to be replaced by another which was sent from Ottawa. The steam chest of the engine was torn off where it sideswiped the freight cars, and it's driving gear was put out of commission. The entire side of the empty baggage car attached to the freight was ripped out by the impact.

Passengers remained in their seats on the train which was upright on the rails and undamaged except for the locomotive. The special brought Ottawa passengers back. Pullman car occupants remained in their berths until the track was cleared and the transcontinental able to continue.

Of the 43 passengers travelling on No. 1, the only ones affected were a group in the colonization car who, although badly shaken up, did not require medical aid. Conductor of the freight train was George Walton of Ottawa, while the conductor of the passenger train was George Brockwell.

It was reported a number of transients were stealing a ride on the freight train, but none was injured.

Sent Wreck Crew.

Immediately after the crash, conductor Walton reported the wreck to Ottawa. A wrecking crew and special train was sent to the scene to clear the line and bring the passengers to Ottawa. Alex B. McNaughton, superintendent of the Ottawa division of the C.N.R., accompanied the train and investigated causes of the collision.

Dr. F. W. Mackinnon was at the station here to meet the special train, and the trans-continental later. Of the 15 on the special, R. Wohn, a dining car steward, reported his back was bothering him and he was given treatment.

F. Godfrey, of Toronto, passenger on the express, said there had been no excitement.

Hull Man Given Further 6 Months For Escaping

CAMPBELL'S BAY, Que., June 8. Phydime Simard, of Hull, was today given a six months sentence in magistrate's court by Judge Roland L. Millar. Simard, who was serving a two-year sentence for theft, in Bordeaux prison, at Montreal, had been brought here as a witness for the Crown in the case of theft against Henri Cote and Emile Rossignol, both of Hull. While being returned to the Montreal prison by Provincial Detective Ubald Legault, he escaped from the local C.P.R. train at Wyman station on May 13 and was recaptured by Sheriff Charles Belec, High Constable Michael St. Germain and Detective Legault the following evening about three miles from where he had escaped.

He was returned here last evening by Detective Legault and on appearing this morning pleaded guilty to a charge of escaping from custody and asked for a speedy hearing. The six months sentence received this morning does not run concurrently but means he will have to serve an additional six months. He is being returned to Montreal this afternoon by Detective Legault.

Three at Almonte Die on Crossing

Carleton Place Residents on Visit to Fellow Townsmen in Hospital Die When Train Hits Car

ALMONTE, June 20 Three Carleton Place people on their way to visit a fellow townsman at the hospital here were killed almost instantly, and a fourth was seriously injured, when their automobile was struck by the Canadian Pacific Pembroke local train, bound for Ottawa, on the level crossing at Bridge street in Almonte, at 3.45 p m. Standard Time, Saturday.

Victims of the level crossing accident, worst at this spot within the memory of officials here, are
The Dead

Oswald Bigras, 19, Carleton Place, driver of the automobile, who was killed instantly.

Mrs. Willa Bigras, 49, his mother, who died half an hour later at the hospital.

William Lavature, 39, also of Carleton Place, who succumbed to injuries an hour afterwards at the hospital.

Injured.

William Bigras, 50, the bereaved husband and father, who had his right arm broken, and suffered broken ribs and shock, but who is expected to recover.

Pushed Along Track.

Pushed more than 25 feet in front of the locomotive of the east-bound train, the automobile in which the four were travelling was turned over twice and demolished Oswald Bigras and Lavature were in the front seat, and Bigras' mother and father in the back seat of the sedan. Lavature was able to climb from the wreckage when the train drew to a stop, but collapsed, and was near death by the time he was taken to hospital.

The four had intended to visit Lavature's brother. Arthur Lavature, who lost several fingers in an accident at a Carleton Place mill a few days ago.

Witnesses declared the driver entered the railway right-of-way in spite of a "wig-wag" and bell warning at the crossing, and drove directly in the path of the Pembroke train as it was approaching the Almonte station stop.

Saw Freight Train First

The crossing, it was stated, is not quite open, but is protected by signals. At the time of the mishap a freight train was standing at the station to the east of the crossing. Daniel Barr, of Ramsay township, who was standing on a street corner close by, said he saw the driver look towards the freight train, as he slowed for the level crossing, and apparently thinking the crossing signals were ringing for this train, continued on his way, unaware the Pembroke train was bearing down on him from the west.

Doctors R.C. MacDowall and J.F. Dunn were called to the scene. They found the driver beyond aid, and the condition of Mrs. Bigras and Mr. Lavature was critical. The two seriously hurt were taken to the Rosamond Memorial hospital, where both died shortly afterwards.

The bodies were taken to George L. Comba's funeral parlors, and later last night were taken to Carleton Place for interment.

Inquest on June 28.

Dr. A.A. Metcalfe, coroner, opened an inquest at the town hall last night, and the hearing was adjourned until June 28, when it is hoped Mr. Bigras will be able to give evidence.

At the preliminary inquest the jury saw the body of the car driver and the wreckage of the automobile. They also heard the evidence of the eye-witness, Daniel Barr.

Members of the coroner's jury were. Dr. G.B. Halladay, foreman. Jack Aspinall, James Cochrane, John Timmins, James Richards, G.W. Dunlop. E. Farnham, E.J. Lee, George Needham, Robert Houston, Adam Johnson and Donald McLean.

New warning signs at the Canadian National Railway bridge over the Prescott highway about six miles from Ottawa have been erected by the Department of Highways of Ontario. The highway curves sharply under the bridge and is a blind turn. Suitable black and white checkerboard signs, with red reflectors have been placed at both ends of the curve. The word "subway" is painted on the signs.

Three Carleton Place Residents Killed, Train Hits Auto at Almonte.

Three fatalities and one serious injury at bridge Street.

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\$60,000 loss at OER barn at Rockcliffe

Two of three sections are burned and old cars are destroyed.

Two of three sections of the Ottawa Electric Railway car barn in Rockcliffe were gutted by a spectacular fire this forenoon, the loss including contents being estimated by Major F.D. Burpee, vice-president and general manager of the company at approximately \$60,000. The loss is fully covered by insurance.

Forty old type streetcars, the small type double enders stored in the barn, were destroyed with other equipment.

The barn was valued at \$100,000 and was built around 30 years ago.

More

Believed by Major Burpee to have been caused by a cigarette stub or a small fire lighted by tramps who have often been chased out of the barn, the fire broke out in the centre section. Because of the height of the building, about 20 feet, and the roomy space encouraging draft, the flames spread quickly. The roof is of tar and gravel and the fire leaping through the centre roof soon resulted in billowing clouds of black smoke that could be seen from remote sections of the city.

The old cars in this section quickly fell prey to the flames but two of them had been removed with the aid of one of the large modern cars a short time before.

The three sections are separated by brick walls and the exterior of the structure itself is brick. The flames, however, ate into the centre section roof and across and down into the south section. It was soon evident that the latter section could not be saved so firemen concentrated on the north side, trying to save part of the centre section and the north section.

However, both south and centre sections were gutted and the east end of the north section also was damaged.

The side and rear outer walls as well as the inner walls had no windows making fighting of the fire difficult.

More

Several of the cars destroyed were the old fashioned open-sided type so popular years ago for the trips to Britannia and Rockcliffe Park. The other small closed types mainly were used as work cars, although the equipment was stored in the barn for emergency transportation purposes. The cars standing on eight track sections were destroyed.

26/06/1937 *Ottawa Citizen**Renfrew**Ottawa, Preston Street*

Quick work of engineer averts tragedy.

Only the alertness of a Canadian National Railways locomotive engineer saved five little children from almost certain death yesterday. The youngsters had climbed up on the C.N.R. bridge which crosses Preston Street and were watching the street cars pass underneath when they saw the Deisel [sic] engine train from Madawaska approaching and getting frightened tried to squeeze themselves against the railing.

The engineer, William M. Cooper, 617, Chapel street, Ottawa, saw the children as he reached the approach to the bridge and at once applied his emergency brakes. When he jumped down from the engine, it was to find that one of the children was caught between the pilot and the bridge rail, but neither he nor his companions were at all injured beyond getting a severe fright.

More - dangerous to be on tracks etc.

30/06/1937 *Ottawa Citizen**Brockville**Clarke's Crossing*

North Augusta Man Injured at Crossing

BROCKVILLE, Ont., June 30. Inbound from Carleton Place, Canadian Pacific Railway passenger train No. 563 struck and demolished a truck at Clark's Crossing today, injuring the truck driver, Morris Abracson of North Augusta.

Miss M. Hugill of Edmonton, a registered nurse travelling on the train, rendered first aid before the injured man was brought to hospital here.

03/07/1937 *Ottawa Citizen**St. Lawrence and Ottawa**Sussex Street*

When Thomas Reynolds was general manager of the St. Lawrence and Ottawa Railway, he used to have a handsome private car which was kept in a tin covered shed back of where the T, Sidney Kirby Co. is now located on Sussex Street opposite Queen's wharf.

06/07/1937 *Ottawa Citizen**Chalk River**Almonte*

Train Strikes Auto At Almonte Crossing

PERTH, Ont July 5. C.P.R. passenger train No. 36. due here at 4.10, struck and demolished the automobile of R.A. Jamieson of Almonte at the Drummond street crossing this afternoon.

Mr. Jamieson was driving west on Drummond street, and when approaching the track the warning bell commenced to ring. When he reached the double tracking his car stalled. He jumped out and made an effort to push the car clear of the rails but was unsuccessful and the heavy passenger train plowed into the vehicle and carried it 300 yards down the track before coming to a stop. The car was a complete wreck.

29/07/1937 *Ottawa Citizen**Kingston (CN)*

Nobody Hurt as Trains Collide Near Kingston

KINGSTON, Ont., July 28. An eastbound Canadian National Railways through freight train late today wrecked a combination baggage and an empty passenger coach of the Napanee-Kingston local in a rear-end collision at the Catarqui spur, four miles east of here.

None was hurt but debris was strewn for 150 yards along the tracks. Two women left the coach a few miles east of the scene. The passenger coach was standing on the main line when the freight ploughed into the rear after rounding a curve. Wrecking crews started clean-up operations almost immediately.

29/07/1937 *Ottawa Journal**Kingston (CN)*

Train Hits Coach At Catarqui Spur

KINGSTON, July 28. - An eastbound Canadian National Railways through freight train late today wrecked a combination baggage and an empty passenger coach of the Napanee-Kingston local in a rear-end collision at the Catarqui spur, four miles east of here.

No one was hurt, but debris was strewn for 150 yards along the tracks. Two women left the coach a few miles east of the scene.

The passenger coach was standing on the main line when the freight plowed into the rear after rounding a curve.

Fellows who "fire" the monster railroad locomotives of today. With their many labor-saving devices, can have little conception of what locomotive firemen of half a century ago had to put up with.

This is the opinion of William H. Taylor, of 16, McDougall avenue, who, on the 29th of March, 1936, brought in the Canadian National Railways crack transcontinental train No. 1 from Montreal, and thus wrote finis to a railroading career which commenced fifty years ago with the old Canada Atlantic Railway. Forty-two of those years were spent as locomotive engineer in the service of the same road, through a succession of changes in ownership. Mr. Taylor's reminiscences shed much interesting light on the old days and should prove memory-provoking to the hundreds of "retired" railroaders in this district.

An atmosphere decidedly militaristic surrounded "Billy" Taylor's introduction to this terrestrial sphere, inasmuch as he was born in the old military barracks (present Mines Branch building) on Sussex street, sixty-seven years ago. At that time his father, the late William Taylor, who will be recalled as the popular bugle-major of the G.G.F.G. band was in residence in the barracks.

The subject in this memoir commenced his working career at a very early age. He had scarce passed his eleventh birthday when he was engaged to drive a horse and lorry at the "cut" in Archville (Ottawa East). Which was being dug to provide the filling for the present gas works. On that job four lorries were employed two -- each horse, and as there was a very steep incline to the bottom of the pit, the upward journey provided a very heavy task for the horses. Thousands of tons of earth were taken out of that pit.

Old Barrel factory

His next job undertaken a year later, was that of firing the boiler and running the stationary engine in J. and T. Ballantyne's old barrel and stave factory, located in Archville, just north of the present railway bridge. None of the original buildings remain to mark the site of a once flourishing industry. In those days all flour was put up in barrels and the Ballantynes supplied the McKay Milling Company at the Chaudiere with a considerable quantity of the barrels in use there. It was a common thing for the factory to ship as many as sixty units a day to the Chaudiere and sometimes double that number. During Mr. Taylor's term of employment there the barrels were carted to the Chaudiere and other points in the city by the late Isaac Biggars, who also ran the famous Beaver Hall hotel in Archville.

The wood for the barrels came from the vicinity of Merrickville and was unloaded at a little wharf located at a point between the mill and the present railway bridge. Old Ottawa East boys will have good reason to recall that little wharf for it was the nightly rendezvous of budding Isaac Waltons - and there was some great fishing at that very spot in the old days.

Young Taylor's introduction to railroad life began in the year 1886 when he became a messenger boy in the service of the Old Canada Atlantic Railway - when Morley Donaldson was master mechanic, Allan Kilpatrick was chief clerk, James O'Daugherty assistant clerk and James Ogilvie locomotive foreman. At that time the C.A.R. train hands offices and sheds were just beyond Catherine street, west of what is now the Elgin street subway. The train despatchers office was on the northeast corner of Elgin and McLeod streets. For carrying the messages between these two points and occasionally to the general office on Sparks street, the boy was paid the munificent sum of forty cents a day - which increased to one dollar a day later when he was taken into the shops and put to the task of wiping and repairing engines.

Dirty Job

Then, in 1888, came one of the big moments in his young life, for it was in August of that year that he really commenced his "running" career, in the capacity of locomotive fireman or "tallow-pot", as the boys were wont to call these gentry. "The step-up was a welcome one," says Mr. Taylor, "but it involved no end of dirty work. Firemen in those days had to clean their own engines inside and out. They had to crawl under the engines and rake the cinders out of the ashpan with a hoe, and while present day firemen will scarcely credit the statement, it is a fact that we had to do that four or five times during a trip between Ottawa and Montreal. Engines in those days had no lubricators and had to be oiled by hand. That is why we firemen were called 'tallow-pots'."

When he commenced running out of Ottawa to Coteau Junction it was on one of the old-fashioned wood-burning engines with Phil Roy at the controls. These engines each carried a wood car behind the tender, the contents of which usually gave out before the train had traveled thirty miles. Then a long stop would have to be made while the crew loaded her up again from plies carted from all over the countryside by local farmers. Every member of the crew, conductor included, would have to give a hand at this job. Oh yes, they were the railroading days.

Mr. Taylor recalls the building of the C.A.R. branch line between Hawkesbury and Glen Robertson, forty-six years ago. At that time he was "firing" for the late James Casey and the train crew was engaged in distributing the steel. Mr. J. O'Brien was the contractor while his brother John, was walking boss. Frank Hibbert was the civil engineer and George Root was his assistant. John Roberts was conductor of the train and Joe Ward brakeman. Roberts had a peculiar weakness, and that was for cutting his initials in all the big stones along the right of way. If the stones are still there, it is quite possible anyone looking for them will see the initials standing out as a monument to John's share in the building of this branch line.

The job was started about the middle of August and completed about the middle of December, in plenty of time to allow all the boys to return to their homes for Christmas dinner. During the greater part of the time headquarters were in Vankleek Hill; residents of that town will undoubtedly remember the many gay evenings spent in company with these chaps during off-hours.

Stormy Weather

In later years when Mr. Taylor was at the controls of a train running on that line (he was appointed engineer in 1894) he ran into a blinding snowstorm which stalled the train for a whole day. When they left Hawkesbury early that morning the weather was fine and clear, but by the time they got to within four miles of Glen Robertson the snow lay so thick on the track that they couldn't budge an inch. As there were no diners on the train in those days, at least not on short-line trains, Conductor James Clarke had to snowshoe about four miles to get provisions for the hungry passengers. Fortunately the coaches were equipped with heaters (coal burning stoves) so that the passengers did not suffer any ill effects from the long stop over.

Memories of every old C.A.R. man travel back to those delightful picnic excursions which were run to Clark's Island, opposite Valleyfield, back in the gay nineties.

Mt. Taylor recalls that he fired the engine which pulled the train of twenty-two coaches on the first of those jolly excursions about the year 1891. That engine was gaily bedecked with flags and bunting and there were crowds of people at every railway station along the line, who cheered and entered heartily into the spirit of the occasion. Each and every one of those picnics was a decided success. Thanks to the persevering way of old Jimmy Dean, overseer of the company water service who undertook to canvass leading merchants, there was never a lack of prizes to be distributed to the winners of the various sporting events.

Herman Kirk, it should be mentioned, was engineer on that fine excursion engine.

C.P.R. Engineer's Courtesy

Editor, Citizen: Yesterday, August 10, an incident occurred which, for those who noticed it, was more impressive than any seen for a long time. A score or more of cars were in the funeral procession of the late Edward Gillard of Chesterville en route from the church to Maple Ridge cemetery, about three miles west of Chesterville.

The procession had reached, and part of it had crossed, what is known locally as the "Upper Crossing," when an east-bound C.P.R. freight, with engine No. 3728, came along at the normal rate of speed for a freight train. Because we had had previous similar experiences in funeral processions, all the occupants of our car expressed the usual regrets that the procession would be intercepted. But we were to be most impressively surprised! The train quickly slowed down and came to a dead stop some distance west of the crossing, and so remained for the few moments required to permit the remainder of the procession to cross in safety, and with no undue alarm.

We know not who was responsible for this unusual act of courtesy and respect, but we do know, and are delighted to say, that it did not go unnoticed. In these days, when hurry and general forgetfulness of others seem to predominate the activities of the world and its component individuals, it is with almost unspeakable joy and satisfaction that we witness an act of such deliberate courtesy and thoughtfulness. We are sure that we voice the feelings of every friend and mourner in that funeral procession when we say that such meritorious action should not go unrewarded, be the reward what it may.

And so, our friend on C.P.R. No. 3728, we are passing this letter on for publication wherever it may be acceptable, and to you, we pass on our expression of gratefulness, respect and pride for your kindly act. "So shines a good deed in a naughty world." P. S. BOYD, Chesterville, Ont, Aug. 11, 1937.

Youth injured in diving off bridge.

Losing his balance while attempting to dive off the C.P.R. bridge over the Rideau river near the Minto bridges, Lucien Latulippe, 17, of 200 Water street, was injured yesterday afternoon when he crashed into iron girders. He was rushed to the Ottawa General Hospital in Gauthoer's ambulance.

His injuries consist of numerous cuts and abrasions to the head, chest, arms and legs. Several stitches were required to close some of the wounds. Dr.

McCullough attended the injured youth. Following treatment he was allowed to go home.

Along with a group of friends, Latulippe was diving off the bridge floor about 15 feet above the water. He climbed up a girder to a height of about eight feet above the floor of the bridge and was preparing to dive when he lost his balance. In his fall he managed to grip a girder but could not retain his hold. His body struck the railway ties and then rolled into the river after striking other girders.

Despite his injuries he was able to swim for a while and was assisted to shore by other swimmers.

Constable Roderick Grant investigated the accident.

30/08/1937 *Ottawa Citizen**Maniwaki**Tenaga*

Four Boys Jump Off Train, Cause Anxiety For Time

Four young boys were reported to have jumped from a moving train about a mile north of Chelsea. The boys are reported to have climbed aboard the Canadian Pacific Railway passenger train from the Gatineau Sunday night at Tenaga and were discovered standing outside on the platform of one of the cars by the conductor. The official finding that they had no tickets ordered them inside the car and told them to sit down, that they would be put off at the next station, which was Chelsea. Just as the train was approaching that station it was noticed that the lads were missing.

The conductor at once stopped the train and ordered it backed up to the point where the lads were first discovered, and although a careful search was made along the right-of-way no signs of the boys were found.

01/09/1937 *Ottawa Citizen**Chalk River**Pembroke*

Four Persons Hurt In Crossing Crash East of Pembroke

PEMBROKE, Ont Aug. 31 Four members of a Pittsburgh party are in the General Hospital here with injuries received this afternoon when their car crashed into the C.P.R. Pembroke-Ottawa passenger train at a level crossing on highway 17 five miles east of Pembroke.

The injured are Charles Puhl, 43; his mother, Mrs. Mary E. Puhl 64; Mrs. Annie Brown, -55, and her daughter, Miss Elizabeth Brown, 30.

The most seriously injured is Mrs. Brown, who has a fractured back, while her left arm is broken above the elbow. She will be in the hospital for three months.

Dr. W. W. D. Williams, who is attending her, stated.

Mr. Puhl received a gash on his knee, while his mother also received bruises about the left knee and shock. Miss Brown has a badly lacerated forehead which required several stitches. Miss Brown was attended by Dr. F. J. Dodd, while Dr. Williams attended the other three.

Did Not See Train

The party was travelling west and Mr. Puhl stated that he did not see the train coming from the west until he was only a few feet from it. The highway crosses the railway at an angle and there is a crossing sign 300 feet back, but the small government road station about 100 feet north of the crossing might obstruct the view of a person unfamiliar with the road. Mr. Puhl said he was driving about 25 miles an hour and when he saw the train he applied his brakes. The car skidded and struck the engine, after which it turned in a circle and came to rest upright on the shoulder of the road. Miss Brown was thrown from the car, but the other occupants remained in the machine.

A passing motorist brought the injured people to the hospital but disappeared immediately afterwards without giving his name.

The train, No. 558, was in charge of Conductor A. Hydman and Engineer M. Hussey, both of Ottawa.

The accident was investigated by Traffic Officer L. MacGillivray of Renfrew.

04/09/1937 *Ottawa Citizen**Canada Central*

The big fire, which in 1870 swept all the Ottawa river front and much of the interior of Carleton County bulks large in the memory of Mr. John Cardill, veteran resident of Ottawa who, at the time of the great conflagration was living on a farm on the tenth line of Goulbourn. Sometime in the sixties, fire, which destroyed a part of the old Rochesterville tannery forced his father out of work there and the family moved out to Goulbourn.

At the time of the big blaze in Carleton, the Canada Central Railway was being built north and west of Bell's Corners. Mr. Cardill was one of the construction gang employed on the job: the men boarded and roomed at Nelson Corbett's rooming house in the village of Bells Corners.

Destroyed Rails.

"At the time the fire broke out," says Mr. Cardill, "I was working with a gang some distance north of the village. At that time we were engaged in loading ties on a wagon belonging to Jeremiah Sullivan, of Ramsay. The district in which we were working was mostly swamp land covered with a thick growth of cedar bushes. The flames not only swept the cedar bushes, but they burnt the newly laid ties and warped the rails which had been laid or were beside the road-bed.

"I distinctly remember that the flames spread with such rapidity through the district where we were working that we had to flee for our lives. When we reached what was known as Robinson's rock cut we found the flames had already swept through the village and there was absolutely no chance of reaching the boarding house to get our belongings. We were forced to join other unfortunate fire sufferers in a head-long flight down the Richmond road in the direction of the city.

"Those of the villagers who had buggies or wagons packed what belongings they could and fled. Those who had no vehicles left everything and fled on foot.

Some of the people, mainly women and children, fairly exhausted from running and lugging what effects they could with them, stopped at Graham Bay and sought shelter there from the rushing flames. I recall that quite a number of us, mostly members of the construction crew, continued on down the road until we reached what was then known as Barry's bay - a little hamlet a short distance east of Woodroffe, now known as Springfield Park. There we spent the night.

"On returning to Bells Corners the following day we received instructions to commence immediately on the work of rebuilding the burnt section of the railroad.

So anxious were the officials to have the work completed in the shortest possible time that they kept us employed day and night, with only brief rest periods, but without a wink of sleep. I well remember that when Saturday night came I threw myself down on my bunk and fell into such a sound sleep that I didn't wake up until Monday morning. That was certainly a trying ordeal."

07/09/1937 *Ottawa Journal**Alexandria**Moose Creek*

Cars Derailed At Moose Creek

Line Blocked About Ten Hours - East of Ottawa.

Five freight cars were derailed and piled up, blocking the right-of-way, but no one was hurt, in an accident on the Canadian National Railways line near Moose Creek at 1.30 o'clock, Standard Time, on Monday morning. Moose Creek is 38 miles east of Ottawa.

The line was blocked until nearly noon when the wreckage was removed. The mishap occurred to an extra westbound freight train from Montreal. A truck broke on a car loaded with coal and the car and several following it left the rails.

There were no westbound transcontinental trains after the mishap until long after the rails had been cleared, but several locals from Montreal to Ottawa were halted at the scene of the derailment and passengers transferred to trains on this side of the accident

Locomotive Engineer had narrow escape.

Discussing the many narrow escapes from death and injury train crews experienced in bygone days, Mr. Walter Hunt, veteran employee of the old Canada Atlantic Railway, told of an incident which occurred in the late eighties, a few years after the railway swing bridge had been built over the canal at Ottawa East. At that time, Fred Page, one of the first employes of the C.A.R. was taking a train out of the yards and was heading in the direction of Ottawa East. For some reason he was not aware of the fact that the bridge was open until it was too late to apply the brakes. The consequence was that the engine shot headlong into the canal tearing the couplings from the first car. In that spectacular dive the locomotive turned a complete somersault and lay on its back with the wheels sticking up above the water.

Just as the engine was about to take the plunge, Page executed a flying leap from the cab window and landed in the canal a few feet from where his charge landed. Fortunately he was uninjured and experienced little difficulty in reaching shore and safety.

N.B. This took place on 12 August 1891.

13/09/1937 *Ottawa Citizen**Alexandria**Casselman*

Station at Casselman destroyed by fire.

Fire, which was discovered shortly afternoon on Sunday, completely destroyed the C.N.R. station and freight shed at Casselman, 31 miles east of Ottawa. The loss, according to railway officials, is confined to the frame building, 60 feet by 30 feet in size and erected about 30 years ago.

While the cause of the blaze is unknown, it is attributed to defective electric wiring. A passer-by noticed smoke issuing from the freight shed, which had been closed since Saturday, and raised the alarm by sounding the church bell. According to railway officials there were only a few pieces of freight and express in the building and they along with all the tickets and safe were saved.

Armed with a pumper the volunteer brigade attacked the blaze and while they were unable to save the building, prevented the flames from spreading. No delay in traffic on the Ottawa-Montreal line, which runs through Casselman, resulted from the fire.

27/09/1937 *Ottawa Journal**Ottawa Electric**Rockcliffe*

Residents feel that cars sheds are an eyesore.

Now is the psychological time to remove them.

- detrimental effect upon the beauty of Rockcliffe Park.

- proximity to Rideau Hall grounds.

- the fire risk because of them.

The OER owns the site of the car sheds and also the right of way having acquired them from the Keefer estate many years ago.

Could have swept through the greater part of the park.

05/10/1937 *Ottawa Citizen**Lachute**Gatineau Mills*

E.A. Randall Killed In Level Crossing Crash

Ottawa Resident, Manager of Hull Chain Store Branch, Meets Death Near Gatineau Mills. Coroner's Jury Brings In Verdict of Accident.

A verdict of accidental death was rendered this afternoon by a coroner's jury at the inquest into the death of Edward A. Randall, 36, of 575 Laurier avenue west, Ottawa. manager of the branch of the F.W. Woolworth Company, who was killed instantly at a railway crossing last evening near Gatineau Mills.

The inquest was presided over by Dr. W.J. Costello, coroner for Papineau county, and evidence given by the train crew indicated Randall's automobile stalled while crossing the track. Mr. Randall was unable to get the car started before the collision.

George Moulds, engineer of the train, testified he noticed automobile on the track at a distance of about 180 feet. There was no light on the car. The engineer stated he applied the brakes but the automobile was carried about 500 feet before the train stopped. The automobile did not overturn. The unfortunate man was still in the automobile when the train stopped.

Car Was Stalled

The train engineer also stated the train whistle and bell were sounding and that he was positive that the automobile was stalled when it was struck by the train. Thompson Vickers, fireman on the train, corroborated Mr. Moulds' evidence. J.B. Lafleur, conductor, said he helped the engineer and fireman to place the unfortunate man in the baggage car. He said Mr. Randall was killed instantly.

Traffic Officer Henri Lafrance of Hull, who investigated the fatality, said Mr. Randall was; alone in the automobile.

Auto Total Wreck

The automobile was completely demolished as the train tossed it into a ditch from the highway 216 yards west of the crossing, at mileage 113. The train crew stated that all the usual precautionary signals were given as the train approached the crossing, which is unprotected. The engine crew say that they did not sight the car on the level crossing until about 180 feet away, too short a distance to bring the heavy train to a standstill..

Heavy Fog Prevailed

At the time of the crash the district was enshrouded in a heavy fog.

The train was brought to a halt as rapidly as possible and the crew extricated the body from the wreckage. It was found that the man had been killed instantly. The body was then lifted into the baggage car of the train and taken to Hull station where it was removed in a Gauthier and Company ambulance and taken to the morgue.

The train was 43 minutes late in arriving at the Union Station.

A complete report to the divisional superintendent whose office is in Montreal, was filed by the members of the crew.

08/10/1937 *Ottawa Citizen**Chalk River**Carleton Place*

Mail Man Killed at Carleton Place by Imperial Limited.

Fred Stanzel, mail courier, between the post office and the C.P.R. depot, was killed at 2.35 o'clock this morning when he was struck by the Imperial Limited proceeding west as he was preparing to put the night mail on this train. The body was terribly mangled and death must have been instantaneous.

So far as is known there were no eye-witnesses but it is surmised that Stanzel, who usually meets this train on track two, had to change his plans as the train was brought in on track one, owing to the train from Winnipeg being too late to make the crossing here. He was shoving his mail truck across the track and the truck had just cleared the rails when the engine caught him and carried his body some 30 yards before the heavy train could be brought to a stop.

Dr. A. Downing, the coroner, was at once called as were also Chief of Police Irvine and W.H. Hooper, postmaster, together with Stanton Stanzel, the victim's assistant. They at once took charge of the body and it was removed to the Matthews and Fleming funeral home. In the meantime Dr. Downing ordered an inquest which will be heard at 1.30 this afternoon.

The train was in charge of C. Neil, conductor and J. Dolman, engineer, both of Ottawa.

Mr. Stanzel is a son of the late Mr. and Mrs. William Stanzel and was born at Stittsville 55 years ago. For many years he conducted a cartage business here but for upwards of 20 years he has been the mail courier, meeting all trains in the discharge of his duties. He is survived by his widow, Libby Menerva Robinson Stanzel, together with three children, Oswald, Gwendolin and John. He also leaves two brothers, Steven Stanzel of Carleton Place and Alfred Stanzel of Lanark, and one sister, Mrs. John Johnston of Carleton Place.

The funeral will be held on Sunday afternoon at 1.30 o'clock to St. James church and cemetery.

Man's death declared accidental

The adjourned inquest into the death of Frederick Stanzel, mail man who met his death at the C.P.R. station here early last Friday morning was held here tonight and after hearing evidence of the railway officials. rendered the following verdict.

"We, your coroner's jury, appointed to inquire into the death of Frederick Stanzel, find that he came to his death at 2.35 a.m. Oct. 8, 1937 by being struck by the locomotive of Train No. 1 when moving hand truck across tracks to platform. We find his death accidental, no blame attached to anyone.

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Dr. A. Downing, coroner, presided, and evidence was given by T.C. Shields, night C.P.R. operator, C.Neil, conductor; J. Dolman, engineer; Charles Clifton, fireman, all from Ottawa, and Chief of Police C.R. Irvine.

No one saw the fatal accident and the evidence led the jury to believe Stanzel was about to cross the track with the railway mail truck when the (train) struck him, resulting in his instant death.

W.W. Pollock, Crown attorney examined the witnesses. The C.P.R. solicitor was C.A. Scott of Ottawa.

16/10/1937 *Ottawa Citizen**Winchester**Apple Hill*

Apple Hill in Glengarry county, was once known as "Glen Munro" and was almost definitely named "Kennedy," in fact it was once unofficially entered in the records by the latter name and only the modesty of a man in himself and pride in his product changed it.

When the short line of the C.P.R. was projected through Glengarry in the eighties the late Alexander Kennedy, a well-to-do farmer situated five miles north of Martintown, conceived it to be a matter of great community benefit could the railway depot be established in the vicinity of his farm. He consequently offered the railway company a right of way across his property on this condition and the company in turn gave him the opportunity and privilege of naming it. People were already calling the place "Glen Munro" and "Munro's Mills" because of the presence of so many farmers of that name in the vicinity: the C.P.R. were tentatively referring to it as "Kennedy" but the fine old pioneer was prouder of the fruit atop the sun-kissed elevation on his farm than he was of his name. Thus it was that Mr. Kennedy submitted "Apple Hill" and that's what it is today, it was euphonious and full of meaning and was promptly accepted by the nomenclature board of the C.P.R. It's a fascinating little village: the depot, homes and schools are definitely above the average.

20/10/1937 *Ottawa Citizen**Lachute**Hull Montclair Blvd*

Bail of \$2,000 for Driver of Auto in Crossing Fatality

Donat Houle, 20 years of age, who was held criminally responsible for the death of Mrs. Joseph Mathieu and her 13-year-old daughter, Georgette, by a coroner's jury last night, appeared in Hull, police court this morning and was remanded until October 29th. Bail was set at \$2,000. Houle was charged with manslaughter. Houle was the driver of an auto which crashed into the side of a freight train on October 7th at the Montclair boulevard, Hull, level crossing. Mrs. Mathieu and her daughter were passengers in the auto.

A rider attached to the jury's verdict last night was to the effect that automatic signals should be installed at all railway crossings within the Hull city limits.

The inquest was held at Beauchamp's undertaking parlors. It was presided over by Dr. Joseph Isabelle, coroner for the district of Hull. J. Noel Beauchamp, K.C., senior Crown attorney, questioned the witnesses and Philip Foran represented the Canadian Pacific Railway Company.

Saw Auto Coming.

John A. Barr, fireman of the train, testified that at about 200 feet from the crossing he saw an automobile coming. He believed it would stop but it did not and he stated the car struck the engine and the tender. He said the automobile was traveling at about 30 miles an hour and he estimated the speed of the train at about 15 miles per hour.

Ernest Pumple, 114 Percy street, Ottawa, engineer of the train, said he had given all the ordinary signals before reaching the crossing and that the headlight was on and visible and the weather; was clear.

Agapit Mathieu, son of Mrs. Mathieu, said he was seated in the back of his father's car which was driven by Houle. He was seated beside his father. He did not notice the train approaching and could not say if any of the passengers had warned the that the train was coming.

Says Auto Did Not Stop.

Mayor Rodolphe Moreau, of Gatineau Point, who was one of the first on the scene, said that he saw the train approaching the crossing and also noticed the automobile proceeding without stopping at the crossing. Inspector J. Maxime Lavigne, of the Hull police department, produced photographs of the scene of the accident

Joseph Mathieu, owner of the car who was seriously injured in that accident, is a patient at Sacred Heart Hospital and it was stated today that his condition although serious was not critical.

20/10/1937 *Ottawa Journal**Ottawa Electric**Magee Avenue*

Dr. E. M. Young Critically Hurt By O.E.R. Car

Physician's Automobile Is Hit At Magee Avenue Crossing, Westboro.

Dr. Ernest M. Young, 32. of 147 Strathcona avenue. Westboro, was critically injured at 11.30. o'clock this morning when an Ottawa Electric Railway car crashed into his automobile at the Magee avenue crossing in Westboro.

Taken to Civic Hospital unconscious, Dr. Young was stated to be suffering from severe head injuries, the full extent of which are not known, and from cuts and bruises about the face and body.

Carried 116 Feet

According to the report made by County Contable John Brown, Dr. Young was travelling south on Magee avenue. His automobile was directly on the tracks when the street car, eastbound, crashed into the machine and carried it 116 feet along the right-of-way. The street car was in charge of Motorman Fred Lauzon, 252 Frank street.

Tubman's ambulance conveyed the injured man to the hospital where he is being attended by Dr. H. B. Moffatt.

Dr. Young was still in an unconscious condition this afternoon. He was alone in his car when the crash occurred.

When the street car struck Dr. Young's machine, the automobile became wedged under the front part of the street car and was practically demolished as it was bumped along over the ties.

Ottawa Electric officials stated it was raining at the time of the crash, which may, have obstructed the doctor's view. The street car, they said, was travelling at approximately 20 miles an hour at the time and was brought to a stop within 116 feet, considered a quick stop in view of the downgrade at the scene. Motorman Lauzon reported to his superiors that Dr. Young failed to stop at the crossing although there is a stop sign at both sides of the Magee avenue crossing. The operator noticed the motor car, he said, when his street car was about 10 or 15 feet from the crossing and the emergency brakes were set immediately.

Second Collision.

Street railway men stated to day's crash was the second one in which Dr. Young had figured. On April 22, of this year, they said, his car was slightly damaged, and he escaped injury when his machine was struck at the Strathcona avenue crossing.

Dr.. J. S. Nelson was quickly on the scene following the crash this morning and rendered first aid.

03/11/1937 *Ottawa Citizen**Renfrew**Goshen*

Car wrecked by train but motorist unhurt.

Goshen. A Montreal salesman escaped uninjured when the automobile he was driving crashed into the side of an eastbound C.N.R. express train between here and Glasgow yesterday morning. Hitting the center of the train, the car skidded about 160 feet and swung around, hitting the train again. The car was almost completely demolished.

The westbound steam express train was held up some time at Glasgow as the tracks intersect at this point. Provincial police and C.N.R. officials investigated. The wrecked automobile was taken to Arnprior.

Prescott man is badly hurt when Engine hits truck

Brockville, Ont., Oct [sic]. 3. - Minor S. Gladstone, 30 years of age, of Prescott, lies seriously injured in the Brockville General Hospital, as a result of an accident in which the loaded gasoline truck he was driving was struck by a light railway engine at Maitland, 4 miles east of here at 11. 4:40 o'clock this morning.

When the engine hit the truck parts of the gasoline carrier were carried for more than 700 feet. Gladstone was seriously injured, and was rushed to Brockville hospital, where an effort is being made to save his life. An emergency operation was performed this afternoon.

No one was with Gladstone at the time of the accident. The accident occurred at a double-crossing on the Montreal - Toronto line, and apparently the driver failed to notice the approaching engine.

The engine, driven by Daniel Ross, of Brockville, was brought to a stop and the train crew rendered all possible assistance.

Gladstone was brought to the hospital by a local ambulance, and is under the care of Dr. C J.F. Williams. He is a son of Mr. and Mrs. John Gladstone, well-known residents of Prescott. He was married during the first week of September to the former Miss Joyce King, Prescott.

16/11/1937 *Ottawa Citizen**Lachute**Lachute*

Woman Killed At Lachute Crossing

LACHUTE, Que., Nov. 15. While driving her car in town this morning. Mrs. A.A. McOuat, 50. was instantly killed when struck by the Ottawa-Montreal train at the railway crossing on Barron avenue. The accident was witnessed by several people who were waiting at the C.P.R. station platform about 250 yards distant. Engineer G. A. Moulds, of 137 Huron avenue, Ottawa, testified he saw the car slowly approaching but could not stop his train in time to avoid the crash although applying the emergency brakes. The train was brought to a stop in about 150 feet with the car straddled on the cow catcher.

Dr. J.H. Mason, coroner of the district empanelled a jury which brought in the following verdict: "Mrs. A. A. McOuat came to her death by being struck by the Ottawa-Montreal train at Barron avenue crossing and weighing the evidence, we feel that all usual precautions concerning the crossing had been taken and that we do not attach criminal negligence to any one. Nevertheless, the jurymen knowing all the accidents and near accidents that have happened at the various railroad crossings in town, do hereby recommend that the C.P.R. be asked to install proper safety devices at these crossings."

The untimely death of Mrs. McOuat saddened the town for she was much loved and was a great worker in the Lachute United church. She leaves her husband, two daughters, Miss Janet, now in Boston, Miss Edith, nurse in training at the Montreal General Hospital and a son, Gordon, of Lachute.

25/11/1937 *Arnprior Chronicle**Chalk River**Arnprior*

The C.P.R. contract for water supply was renewed for another five years

26/11/1937 *Ottawa Citizen**Winchester**Bedell*

Unable to Move Car Before Train Wrecks It

KEMPTVILLE, Ont., Nov. 24. Four young people had a narrow escape at the C.P.R. railway crossing, three-quarters of a mile west of Bedell Junction on Wednesday night when a tire blew out and threw the car to the right and on to the track. The fast freight from Montreal to Smiths Falls appeared before they could remove the car and they had to stand aside as the train crashed into the machine and carried it far up the track on the front of the engine.

The car was owned by Arnold Simzer of Mountain township and was being driven by a friend, W. LeClare who was accompanied by his brother and two young ladies.

The place where the car was struck is known as O'Dairs crossing and there is a steep approach on the side on which the car crossed.

26/11/1937 *Ottawa Citizen**Kingston (CN)**Lancaster*

Charles Alanott of Martintown Killed

CORNWALL, Ont., Nov. 26. Charles Alanott, 20, Martintown, was killed and his companion, Allan Ellenberg, also 20, was injured seriously when their automobile collided with a Canadian National Railways freight train at the Lancaster level crossing, 18 miles east of here, early today.

Ellenberg, suffering severe head and body injuries, was brought to hospital here. So badly injured were both he and the dead man they could not be immediately identified, their features being almost unrecognizable. The accident occurred at 3.30 a.m.

First reports indicated Ellenberg had been killed outright but relatives later identified Alanott as the one found dead near the wreckage of the automobile, strewn along the railroad right-of-way.

27/12/1937 *Ottawa Citizen**Montreal and Ottawa**St. Albert*

St. Albert. Azarie Bourgeois, 65-year-old farmer of this village, was killed instantly early Friday afternoon when he was thrown into the path of an oncoming freight train by his horse which had bolted when frightened by the engine whistle

Mr. Bourgeois had gone to the station to discuss some personal business with the station agent. He was accompanied by a close personal friend and neighbor, Donald MacDonald. The two men had tied the horse and sleigh outside the station and went inside to see the agent. While they were talking, Mr. Bourgeois saw the approaching train and went outside to attend the horse. He had loosened the horse and was standing holding it at the head, when suddenly it bolted, dragging him close to the tracks and before he could free himself, he was thrown into the path of the Ottawa-bound train.

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27/12/1937 *Ottawa Journal**New York Central**St. Albert*

St. Albert Man Dragged to Death

A.T. Bourgeois Dashed Against Train by Frightened Horse.

ROCKLAND, Ont, Dec 26. (Special) When a frightened horse he was holding by the head dragged him to the railway tracks, Azarie Bourgeois, 63, of St Albert, near Casselman, was killed by a freight train at the St Albert station yesterday afternoon, Christmas Day.

Constable Harold Dent of Rockland, investigated the mishap. He learned that Mr. Bourgeois had driven to St Albert station to meet a train. While he was waiting, his horse was frightened by a freight train. He went to the animal's head, but it continued to act badly, and dragged him towards the tracks. Just as the farmer was close to the rails, tugging at the bridle to save it he slipped, and was carried against the freight train. He was killed instantly.

Dr. Martin Powers, of Rockland, chief coroner for the United Counties of Prescott and Russell, is holding an inquest The date has not been set but it will probably be at Casselman next Wednesday. Mr. Bourgeois is survived by his wife and five children.

31/12/1937 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

Bits of news gleaned from prints for the week of Sept 9, 1907.

John Blackburn, fireman, was killed, and Herbert Reynolds, engineer, of Rochester street, was seriously injured as the result of an accident on the C.P.R. at Plantagenet. A train of empty coaches collided with a ballast train near the station, derailing the passenger engine and wrecking several of the coaches. Reynolds and Blackburn were found beneath the overturned engine.