

Local Railway Items from Area Papers - 1939

06/01/1939 Ottawa Citizen Alexandria

Hoist three slabs into position over Nicholas subway.

Largest lifting job ever recorded here requires use of two wrecking trains.

When concrete slabs were hoisted into place over the Nicholas street subway early this afternoon, it was the largest single lifting job ever recorded. Eight reinforced concrete slabs are to be set in place. Three were placed this afternoon, three more will be placed tomorrow and the remaining two probably on Monday. Each slab weighs 127 tons, is 79 feet long and five feet wide.

The hoisting job is being done by two wrecking trains of the Canadian National Railways brought to Ottawa especially for this purpose. One train can lift 200 tons and the other 160 tons. When it is realized that the heaviest railway cars are about 50 or 60 tons, some idea of the magnitude of lifting the slabs can be obtained.

Of all Canadian material, the slabs were made at the C.N.R. roundhouse in Ottawa. Ross-Meagher Limited, Ottawa, contractors, had the contract for both the concrete slabs and the bridge construction work. Under its contracts the company was obliged to use local labor, labor relief if possible. The entire work, costing in the neighborhood of \$110,000, is under the relief labor project for which a special fund was made available for the Board of Transport Commissioners.

Three tracks cross the bridge, two of the C.N.R. and one of the C.P.R. The slabs placed today were under the most western track. Slabs will be placed under the middle track tomorrow, the C.P.R. track to the east being last.

Conceived with Askwith

Work is being done by the C.N.R. and is in charge of Alex Hamilton of Toronto, foreman in charge of erection. Two officials of the construction division of Toronto came to Ottawa especially for the laying of the slabs, namely C.P. Disney, engineer of construction and R.A. Baldwin, bridge engineer.

The project was conceived by the corporation of Ottawa, under the supervision of F.C. Askwith, commissioner of works. When completed, the new subway will have a roadway clearance for traffic of 66 feet. Grading and other work for the streets approaching the subway were done by the city.

The C.N.R. is the only company in the world building bridges of this type but it is said to be the bridge of the future, It is composed of concrete abutments with the reinforced concrete slabs on top.

01/03/1939 Ottawa Journal Renfrew Island Park Drive

The Royal train bearing the King and Queen and their suite will arrive in Ottawa at 11 o'clock on Wednesday morning, May 17, at a special platform to be built at the junction of the Canadian National Railway tracks and Island Park Drive.

This arrangement was disclosed Tuesday evening in an official release of the Ottawa program for the Royal visit made by the Prime Minister.

Building Elaborate Platform.

The spot where their Majesties first will set foot in Ottawa is on the westernmost boundary line, and a few hundred yards north of Carling avenue.

The entire area will be transformed for the important occasion and although no details have been given yet, it is understood that a most elaborate platform, profusely decorated will be erected, with royal red carpet leading from the train to the platform's edge, near where Their Majesties carriage will be drawn up in readiness.

02/03/1939 Ottawa Citizen Renfrew Ottawa, Island Park Drive

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It was a happy idea to have the King and Queen detrain at a temporary station to be constructed at the Canadian National Railway crossing of Island Park Drive.

03/03/1939 Ottawa Journal Renfrew Island Park Drive

King Will Drive To Rideau Hall In Limousine

On the pilot train which will precede the Royal train bearing the King and Queen to Ottawa, on May 17, will be the two new limousines which the Dominion Government is supplying for the tour in Canada.

04/03/1939 Ottawa Citizen Ottawa Electric Elgin Street

Asks About Operation Of Busses on Elgin St.

Ald. Arthur J. R. Ash has filed a questionnaire for the Mayor concerning the operation of buses on Elgin street and the street lighting. He asks the following questions:

Has the city taken any steps to: discuss with the Ottawa Electric Railway the possibility of using buses in place of tramways on Elgin street? If not, is it the intention to do so, or leave the tramways operate?

Has the city discussed with the Ottawa Electric Co. or the Hydro Commission regarding their electrical work on the Elgin street widening?

10/03/1939 Ottawa Citizen Carleton Place

VIEW OF SIR JOHN A. MACDONALD'S FUNERAL TRAIN.

The above pictured train carries remains of great statesman to last resting place near Kingston in June 1891. Note the black crepe on engine tender and baggage car. Standing on the engine an Engineer John Holyhock, Fireman Harry Fraser and Cleaner Rube Smith. Picture taken in the yards at the old Broad street station. See story elsewhere on this page.

Incidents Recalled Sir John's Funeral

The picture reproduced on this page is a sad reminder of that day in mid-June 1891 when thousands of people from Ottawa and all over the Ottawa Valley turned out to attend the funeral of 'Canada's great old statesman and prime minister Sir John A. Macdonald.

Every available foot of space in and around the old Broad street station was taken up with people who came to see the casket placed on the train.

The train itself from the engine to the last car was draped with black crepe - an impressive sight which brought tears to the eyes of many of the people who were there to bid a last farewell to the remains of the old chieftain.

An outstanding memory of that mournful occasion is that while rain had fallen in torrents during the funeral procession from the church to the train, the moment the casket was lifted from its conveyance and borne towards the train, the rain ceased falling, the skies brightened and the remainder of the day was fair.

It is also an interesting fact that the coffee served on the funeral train on that occasion was made over the first old oil burners. During the trip to Kingston Sir John's body rested in the baggage car.

The engine and tender shown in the picture weighed 115,000 pounds, compared with 431,000 pounds for some of the present-day iron monsters.

Agreement Reached for Buses on Elgin Street

Decision Arrived At for Substitution of Motor Vehicles For Electric Cars and Scrapping of Tracks. Government Will Pay Company

Approximately \$25,000

Scrapping of the Elgin street tracks of the Ottawa Electric Railway, and substitution of buses which will serve the Elgin street area and Ottawa East will be carried out in the very near future, The Citizen learned last night.

At a meeting yesterday afternoon between officials of the company and the Department of Public Works the government accepted a proposal put forward by the O.E.R. for the operation of buses on the Elgin street line in place of streetcars.

To Purchase Buses.

The government is paying the company a sum in the neighborhood of \$25,000 which will go towards the purchase of buses. The company will bear the cost of removing its tracks between Queen and Sparks streets.

Thus the way is opened for the city to complete its part of widening Elgin street from Queen street to Laurier avenue.

So far as the service is concerned the buses will operate over the present street car route and the company will endeavor to maintain a service on a par with that provided by its street cars.

Officials of the company, following the meeting with the government, wrote the Board of Control stating that it was removing the street cars from Elgin street and substituting buses, and asking the city to waive mileage charges on the track affected.

As the company will be virtually abandoning approximately a mile and a half of track, and as the managed charges made for the city amount to \$1,000 per mile annually, a small saving for the company of around \$1,500 a year may result. However, according to the agreement between the company and the city the former cannot remove its track without the consent of City Council.

It is understood that the matter will be dealt with by council as expeditiously as possible.

Only About Half Cost

An official of the O.E.R. informed The Citizen that the cash compensation allowed the company by the government would amount to only about half the cost of the six new buses required. "Actually the company is getting nothing for the tracks it will have to scrap" this official pointed out, "and the government is paying a substantial amount less than it would have to pay for new switches and other equipment if it had been decided to continue streetcars." The official pointed out that the scrapping of the Elgin car line would mean an immediate substantial saving to the city on the repaving now planned as it would be able to lay a much lighter type of pavement than would have been required were street cars to be continued. When the city decides to repave the entire street it will likewise have to lay only a light pavement. It was further pointed out that the company would have to employ six bus operators to maintain the same service provided by four street car operators.

At the annual meeting of the Ottawa Electric Railway Company Friday morning T. F. Ahearn, M.P., president, indicated the company would be willing to speed up negotiations with the government.

Mr. Ahearn said that in recent years there had been much talk of substituting buses for street cars and the company felt that the Elgin street project would be in the line of an experiment.

No Opposition Expected

No opposition is expected from the city. The decision to operate buses will obviate the necessity of calling for tenders on the two plans for the paving of Elgin street. Pending a decision the Board of Control had decided to call for tenders on the two plans, one with a double track the center of the street, and the other with a boulevard in the center. with a roadway, boulevard and sidewalk on either side. Tenders now will be called for only the latter plan.

The Dominion government will pave Elgin street from the south side of Queen street to Wellington street after the company lifts the present rails. The government also will relieve the city of any cost for the switch to connect the Queen street line with the tracks to the south of the National Memorial.

Tracks will be lifted by the company from Elgin street between Queen street and Laurier avenue or possibly Gloucester street but while the rest of the line will not be used it is likely the tracks will be left in place until the time comes for the repaving of Elgin street south of Laurier. With the substitution of buses plans for a traffic circle at Laurier avenue are facilitated.

Plowing of Snow

Another matter which will have to be decided between the city and the company is the plowing of snow on Elgin street, Hawthorne avenue and Main street. On streets traversed by street car tracks the company plows back the snow to the curbs at its expense. The snow then is removed by the company but the city is billed for the cost of removal. With no tracks, the city likely will be called upon to plow the snow and for this purpose it may be necessary to purchase an extra plowing and scraping unit.

May Extend Bus Service to Riverdale District

Extension Will Be Gradual, O.E.R. Official Intimates Elgin Street Buses To Turn at Clegg Street in Ottawa East, Board of Control Is Informed

Long article

City Asks Extension of Buses to Belmont Ave

If Company Accepts, Council Will Be Asked to Ratify Agreement on Elgin Street Changes. Official Says City's Plans Would Make Comparative Test of Bus Service Impossible

Long Article

Control Board Voices Anxiety Over Elgin St.

Failure to Reply by O.E.R. as to Institution of Buses Concerns Controllers. Claim Buses Cannot Be Substituted for Cars Without City's Consent.
Delay in Work May Result

Mayor Stanley Lewis and other members of the Board of Control expressed considerable dissatisfaction at their meeting; yesterday that no reply had been received from the Ottawa Electric Railway Company in respect to the city's proposal in connection with the instituting of buses on the Elgin Street line in place of street cars. It was asserted that failure on the company's part to reply to the city's proposal meant holding up the work of paving Elgin street.

Received No Word.

When the board met yesterday afternoon Mayor Lewis stated that he had received no word in answer to the city's proposal which was sent to Redmond Quain, K.C., vice-president of the O.E.R. last Thursday. The Mayor said that he had written Frank Ahearn, president of the company on Wednesday of this week asking if the company would accept the city's proposal but that Mr. Ahearn in his reply had not referred to matter. As a result the Mayor had sent a second letter to Mr. Ahearn, which was mailed at noon yesterday. When the board met at three o'clock no reply had been received.

Mayor Lewis said that in view of the fact that tenders for the paving of Elgin street had been received and opened and that the commissioner of works would probably have his recommendation as to which tender to accept ready for the board at the present meeting, failure on the part of the O.E.R. to reply to the board's proposal might hold up the work.

Made City an Offer

An official of the O.E.R., speaking to The Citizen, following the meeting, said that the company had no statement to make for the present. The official added: "We made the city an offer and apparently they can't see their way clear to accept it. We didn't think the letter from the board called for reply, but, I suppose, if they want one we can make one."

Following a conference with Mayor Lewis and the other members of the Board of Control last week, Mr. Quain wrote the Mayor that the company was prepared to operate a bus service as far as Clegg street, Ottawa East, and that it would undertake, on September 1, to make a one-month test by extending the bus service beyond Clegg to a place agreed upon by the city.

The board then countered with a proposal that the bus service, when substituted for street cars, be operated to the intersection of Riverdale and Belmont avenues at least, the city agreeing that after one year's trial, if the service operated at a loss; the company would be permitted to make application to the Board of Transport Commissioners to abandon the service beyond Clegg street. This was part of the proposal forwarded to Mr. Quain on Thursday last.

Not Without City's Consent

The city, in its proposal, took the stand that buses could not be operated in replacement of street cars without the consent of the city. If the company agreed to the terms proposed the city would waive mileage charges and would bear the extra cost which the snow removal would throw on the city. The company was asked to remove its poles and tracks on Elgin street from Queen street to Gloucester street prior to the paving of this part of the street, and to remove the tracks and poles from other sections of the route any date fixed by the city.

The board held that the company could not discontinue its service or alter its nature without the approval of the corporation as expressed by bylaw. Letter to Mr. Ahearn

On the 22nd, no reply having been received from Mr. Quain Mayor Lewis wrote the following letter to Mr. Ahearn:

"Dear Mr. Ahearn:

con-j the Board of Control forwarded to Mr. Redmond Quain, vice-president of the Ottawa Electric Railway company, a basis for dealing with the plan of bus lines in place of street cars on Elgin street which I consider proposed a very reasonable arrangement between the city and the railway. "In view of the fact that tenders are being received by the Board of Control on Thursday of this week for the necessary paving on this street I would respectfully suggest that you give the matter your personal attention. I should not like anything to arise that would prevent the city from proceeding with the paving work between Queen and Laurier as we have a very time at our disposal in which to complete the work in view of the impending visit of the King and Queen."

Mr. Ahearn's Reply.

Mr. Ahearn sent the following reply, which was received yesterday:

"Dear Mr. Mayor:

"I have just received your communication of the 22nd and wish to thank you for it. As soon as we concluded our negotiations with the Dominion government, the company immediately ordered six of the most modern buses from the Mack Truck Company, and we have succeeded in having the delivery advanced by nearly two weeks so that they ought to arrive in Ottawa between the 10th and 12th of April next.

"I asked Mr. J. M. Ahearn manager of the Ottawa Electric Railway Company, yesterday to try and see Mr. Askwith as soon as possible with a view of arranging ways and means of keeping our service going on Elgin street until the buses can be put into operation, and at the same time help him in every way possible with the work that his department will have to do. I can assure you that we are prepared to put the new buses on the Elgin street line at the first possible moment so that Mr. Askwith will be able to get on with his work on the boulevard."

Discussing Mr. Ahearn's letter the Mayor and members of the board appeared to think that Mr. Ahearn had overlooked the real issue. The Mayor informed the board he had sent a second letter to Mr. Ahearn and read a copy, as follows:

"Dear Mr. Ahearn: "I am in receipt of your letter of the 22nd March acknowledging mine of same date and I thank you for the spirit of co-operation you express in it.

"I am hoping you have had an opportunity to consider the Board of Control's communication sent to Mr. Quain last week and submitted as a basis of settlement between the Ottawa Electric Railway and the city. As I said in my letter of yesterday this proposed what seemed a reasonable arrangement and we are waiting for the company's reply which is necessary before we can proceed with the work. I attach a copy of our letter and I shall appreciate it if you can arrange for us to receive an immediate answer."

While the commissioner of works probably will have his recommendation regarding which tender to accept ready today, it is questionable whether the Board of Control will be ready to present its recommendations to City Council until it has received definite word from the O.E.R. regarding the city proposal.

Recalls Wreck Near Maxville in Eighties

During his association with railway construction work with the old C.A.R. in the eighties, Mr. H. P. Howell, veteran resident of Ottawa, figured in a bad wreck between Maxville and Alexandria.

It was in the year 1882. Mr. Howell was on the rear coach of a mixed train coming from Coteau Junction to Ottawa and it was about two o'clock in the morning when this tram passed Alexandria Station. About one o'clock that morning a special, carrying a considerable number of passengers, had left Ottawa bound for Montreal. In some manner directions had become mixed and instead of waiting at Maxville for the mixed train to pass, the special continued on its way.

The result was that at a point half way between Maxville and Alexandria the two trains met head-on and there was a terrific smash-up. The two engines piled up, several of the cars of the mixed train were hurled into a deep ditch, many passengers were injured and fireman Clarke of the mixed train was killed. The force of the collision uncoupled the coach on which Mr. Howell was travelling and sent it flying down the tracks. It didn't stop its backward journey until it reached a point near Alexandria station

Rockslide Kills Miner At Kilmar

Special to The Citizen.

HAWKESBURY, Ont., March 26. Emo Sihdonen, 33-year-old native of Finland, was instantly killed in an accident yesterday at the magnosite [sic] mines of the Canadian Refractories Limited at Kilmar, Que. Fred Dewar, aged 25, of Grenville, Que., was injured in the same accident.

From information received, the two men were at work in a tunnel at the mine, when suddenly a rockslide buried Sihdonen, killing him almost instantly and injuring Dewar. who was badly bruised about the legs by falling rocks.

Sihdonen. married man with no children so far as could be learned, has no relatives in this country.

Coroner Dr. James H. Mason of Lachute was called and a jury empanelled which brought in a verdict of accidental death.

28/03/1939 *Ottawa Citizen**Ottawa Electric**Elgin Street*

Council Gives Approval Compromise Bus Plans

Votes Unanimously to Ament Terms for Operation Of O.E.R. Buses on Elgin Street. Contract for Paving of Srtreet Awarded. Thoroughfare To Be 159 Feet Wide.

Operation of a bus service on the Elgin street line by the Ottawa Electric Railway Company to replace the present street car system was give unanimous approval by City Council in a special session at five o'clock yesterday afternoon,

Long article

31/03/1939 *Ottawa Citizen**Winchester**Finch*

Train Hits Oil Truck At Crowing Near Finch

CORNWALL March 31 - A McColl-Frontenac Oil Company five- ton truck was completely demolished when it was struck by the midnight estbound freight train at the C.P.R. crossing, three miles east of Finch shortly after midnight.

Percy Samis, 26, of Cornwall, driver of the truck, tried to flag down the freight with a flare but the light as not seen in the storm which was blowing at the time.

Samis had taken a load from Cornwall to to Avonmore ;last night and was returning with ; the empty truck when the accident occurred. As he went up the incline to the crossing he stalled in the snow. Hearing the train, he lighted a flare and ran down the track towards the approaching train. The train crew failed to see the flare and crashed into the truck.

The train stopped and the crew cleared the right of wav and proceeded. Samis telephoned to Cornwall and a car was sent out to take him home. The destroyed truck was valued at \$2,500.

07/04/1939 *Eganville Leader**Renfrew*

C.N.R. May Abandon Line Between Arnprior and Eganville.

Abandonment of the 39-mile stretch of C.N.R. line between Arnprior and Eganville has been agreed to by a joint committee of the Canadian Pacific Railways, subject to approval of the Board of Transport Commissioners

Ottawa officials of both railways told the Journal they had been unaware of the recommendation although the question of abandonment of the stretch of line had been brought up from time to time for some years past.

It was generally surmised that duplication of the lines was the reason for the proposed abandonment. There is a 19-mile stretch of Canadian Pacific line between Arnprior and Renfrew, and a 21-mile branch line from Renfrew to Eganville.

Abandonment of the track means that the railway service from Arnprior to Glasgow Station, Goshen, Renfrew Junction, Douglas and Caldwell would be discontinued. C.N.R. westbound trains would cross to C.P.R. tracks at Arnprior, crossing back to their own tracks at Eganville.

At Eganville a short piece of new track would have to be laid to connect the CPR branch line with the C.N.R. line outside the town limits.

08/04/1939 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Freight Trains In Crash East Of Morrisburg

Engineer Jame. Karns of Brockville Loses Three Fingers in Spectacular Collision.

Tracks Ripped Up For Considerable Distance.

Caboose Crew of Second Train Leap to Ground Just Before Wreck Occurs

MORRISBURG. April 8 In a spectacular collision of Canadian National Railways freight trains that awoke residents of this town from their slumber at 6.30 o'clock this morning, engineer James Karns, of Brockville, lost three fingers. The fireman jumped to safety.

Westbound from Montreal to Toronto on the main line the train piloted by Karns rammed the caboose of another westbound freight that was stopped half a mile east of Morrisburg station to take on water. The caboose crew saw the other train approachng at a fairly fast rate and jumped to the ground.

The caboose was smashed to bits and the car ahead of it, loaded with brooms, paper and mattresses, caught fire. The second car from the caboose was derailed.

Engine Jumps Rails.

The engine that rammed the caboose jumped the rails and came to rest across the double track. It was badly damaged. The tracks were ripped up for a considerable distance. Only one car of the Karns-piloted train left the rails.

Evidently Engineer Karns tried to avoid a collision as it was found after the crash that the brakes of the engine had been applied. It is believed he lost the fingers when they became jammed in the emergency brake handle at the time of the impact. The fireman left the cab a few seconds before the collision.

Rushed to Hospital.

When the engineer was extricated from the twisted engine he was in a dazed condition. He was rushed immediately to Brockville General Hospital where he was reported to be doing as well as might be expected.

Residents of the town assisted volunteer firemen in fighting the fire that rapidly consumed the car loaded with brooms, paper and mattresses. All the clearance papersand bills of lading carried in the demolished raboose were lost and it will be necessary to check the remaining freight with all the stations along the line.

Wrecking Crews on Way.

Wrecking crews were on their way from Brockville and Montreal shortly after the crash and the line will be cleared this afternoon. A special train was sent from Montreal to take passengers off the Toronto-Montreal train and convey them to Montreal.

Many residents of the town believed that an explosion had occurred and quickly donned clothes and rushed into the streets. On finding that there had been a railroad collision they hastened to the scene to render what aid they could.

An investigation will be conducted by the Canadian National

Caprion to picture

CLEARING TRACK AFTER FREIGHT TRAINS COLLIDE NEAR MORRISBURG

Traffic on the main line of the C.N.R. between Montreal and Toronto was not normal until 9.15 p.m. Saturday after one freight train collided with the rear of another about 6.30 a.m. about half a mile east of Morrisburg. James Cairns, engineer of Brockville, who lost part of a finger, was the only person injured. The picture shows a giant crane in action lifting the crippled locomotive, and also shows how completely the end cars of the first freight were smashed.

10/04/1939 *Ottawa Journal**Kingston (CN)**Morrisburg*

The Right-of-Way Near Morrisburg is Cleared

Morrisburg April 9 - C.N.R. section men worked throughout Saturday night to clear the right-of-way for traffic half a mile east of the depot here after the collision Saturday morning between a stationary and moving freight train.

The track was cleared this morning for regular trains..

Jimmy Cairns of 9 Letitia Street, Brockville, engineer of the 80-car freight from Montreal which crashed into the two rear cars of a standing freight, had the end of his little finger on his right hand torn off. Crews of both trains foresaw the collision and jumped. Cairns finger was jammed when he jumped.

The caboose and second last car of the standing freight were telescoped. The caboose was demolished and the freight car caught fire and was destroyed.

The Morrisburg fire department was summoned but the car was allowed to burn since Chief Clark felt the department could not leave the town unprotected.

Cairns was treated by Dr. C. A. Loudon and sent to Brockville hospital. C.N.R. officials did not give out any explanation for the collision. The engine and four cars of the moving freight train were derailed.

23/04/1939 *Ottawa Journal**Renfrew**Island Park Drive*

Make Platform 240 Feet Long

King and Queen Will Leave Train East of Driveway,

The special platform which is to be erected at the C N R. intersection of the Island Park Drive, where the Royal train will arrive with the King and Queen at 11 o'clock on Wednesday, May 17, is to be much larger than previously reported.

Instead of being 150 feet in length, the platform will be 240 feet long. The Journal learned today. This will be the wide platform (or the main receiving party, the guard of honor and others. In addition there will be a narrower platform stretching farther along.

It is not the intention to have the platform cross the driveway. It is to be built along the south side of the railway track, from immediately east of the driveway. There will be a canopy top. The main platform will be covered with a carpet

24/04/1939 *Ottawa Citizen**Ottawa Electric**Elgin Street*

Does Not Believe Buses To Be Used Over Main Routes

T. F. Ahearn, However, Hints They May Be Operated on Hull Line as Well at Elgin Street.

T. Frank Ahearn, M.P., president of the Ottawa Electric Railway, announced this morning that tyhr six new buses obtained by the company for the Elgin street line would be placed in operation Tuesday morning. [Apr. 25] He added that a total of 10 or 11 buses would probably be used during the rush hours, the new buses being supplemented by others already owned by the company. In selecting men to man the buses the company has given preference to its most competent drivers, said Mr. Ahearn, as the route was an important one and it was the company's desire to give the best service possible.

Mr. Ahearn added that the buses were the best the company had been able to procure and had been purchased only after a careful study had been made of buses used in Montreal. Toronto, and other Canadian cities. They were particularly suitable for icy streets and the severe winter weather obtaining in the Capital.

"I think they will provide a very good service." said Mr. Ahearn. "Of course there are a few tilings to be ironed out and it will take us a little time to get the schedule adjusted perfectly, but I believe that in a very short time everything will be running smoothly."

May Run on Hull Line

Asked if he foresaw the use of buses on other lines of the company in the near future, Mr. Ahearn said that it was possible buses might be used on the Hull line in the event of the Wellington street tracks being removed by the government. All depended, of course, on how the bus service on Elgin street worked out.

Mr. Ahearn did not believe, however, that buses would ever supplant street cars on the main routes in the Capital. The bus was not as satisfactory a type of conveyance as the street car in the winter when unfavorable weather conditions prevailed. Even in such cities as Los Angeles. where ideal conditions for the operation of buses existed, street cars were still found to be the most satisfactory means of handling large crowds, he said.

This morning the Ottawa Electric Railway announced the route to be followed by the buses. For the present, and until the work on Elgin street is completed, buses will be diverted from Elgin street via Nepean to Metcalfe, to Queen, and north on Bank to Wellington, returning via Metcalfe and Nepean to Elgin street..

25/04/1939 *Ottawa Citizen**Ottawa Electric**Elgin Street*

New Buses Prove Very Satisfactory

The new Elgin street bus service was inaugurated at six o'clock this morning.

More

30/04/1939 *Athens Reporter**Westport*

Dermott M. Cauley former B&W. station agent in the "teens" at Delta and Athens, died in Toronto.

01/05/1939 *Ottawa Citizen**Kingston (CN)*

Royal Train Seen Making Test Run

BROCKVILLE. April 30 The train on which Their Majesties will make their Canadian tour was in Brockville this morning for an hour. The train made up of 13 coaches, six in royal blue and the other seven in green, made a trial run here and return to Montreal. The train arrived at 8.30 and left on the return trip at 9.25. The six royal blue coaches included the two which will be used personally by Their Majesties, these being distinguishable by the Royal Coat of Arms on the side, the other four to be used by the suite carrying the Crown and G. R. VI on the side.

The green coaches were part of the pilot train which will precede the royal train and will carry newspapermen and other officials. The train was not opened for inspection. The train was hauled by locomotive No. 6028 of the C.N.R. and was painted in blue and gold. Engineer James Spence of Montreal was at the throttle for the run both east and west. Conductor C. A. Moore and Brakemen A. Mainville and L. Aldrig of Montreal were in charge for the run to Brockville while J. E. Ryan, conductor. Brockville; C. Capper; of the same place, and O. Lurette. Montreal, were the brakemen on the return trip. R. C. Johnston, general superintendent of the Montreal division of the C.N.R., was in charge of the railway officials making the trip.

Referred to Solicitor

A copy of the application by the Canadian National Railways for authority to abandon the stretch of railway in the L'Original division, from Hawkesbury to Hurdman, 56.6 miles, was presented. It was referred to the city solicitor to see if any city agreements were affected. The request to abandon this line was refused in 1935. Only one freight train a week each way has been operating on it and the company desires to close it owing to insufficient revenue

04/05/1939 *Ottawa Citizen**Alexandria**Ottawa Union*

Close station on May 20 between 3.30 and 6, E.S.T.

For the departure of Their Majesties on May 20, the Union Station will be closed between 3.30 p.m. and 6 p.m. Eastern Standard Time, Superintendent J.A. Rogers of the C.N.R. announced this morning.

The last train to arrive at 2.55 p.m. will be the C.N.R. train from Montreal. The last to leave will be the C.P.R. for Pembroke at 3.30 p.m.

Between 3.30 and 6 o'clock only officials of the railways and the official party accompanying Their Majesties will be permitted into the station and environs and the R.C.M.P. will maintain a guard.

Final arrangements for diverting(?) trains between 3.30 and 6 o'clock will be advertised by the railways.

05/05/1939 *Ottawa Citizen**Alexandria*

Royal Train Engine Making Trial Runs Before the Big Day

She has an important date with Their Majesties and members of the royal party but she still has to do her regular work.

"She" is the C.N.R. engine for the royal train. No. 6400, one of the six thousand type and most powerful in the passenger service, was used in the regular Montreal-Ottawa service before she was selected to be the engine for the royal train.

The engine still takes her turn on the Montreal-Ottawa run. With a sparkling coat of blue paint, the engine was in Ottawa today and will return next Tuesday for a trial run preparatory to going on her royal duties.

05/05/1939 *Ottawa Citizen**Kingston (CN)*

12-Car Hotel On Wheels Ready for Royal Guests

MONTREAL, May 4 A symphony of blue and silver. Canada's royal train needed only a few finishing touches tonight before moving to Quebec for the start of its 8,000 - mile transcontinental tour with the King and Queen.

Never before has a Canadian train carried such distinguished passengers never before has such painstaking attention to detail produced such a composite picture of luxurious beauty. From headlight to observation platform, the 12-car hotel on wheels represents the work of the most skilled workmen on Canada's two major railways.

Exterior decoration of the train is carried out in royal blue with aluminum panels between windows, rounded silver-tinted roofs and thin car-length lines of gold above and below the windows, The aluminum has been applied in diamond-shaped designs to flash more brilliantly in the sun.

The two cars at the back of the train - those in which the King and Queen will travel - carry the royal coat of arms in the center under the windows, while all other units bear the royal cipher and crown in the center and the royal crown at each end below the roof line.

Like Modern Hotel

Inside, the train contains all the appointments of a modern hotel, with living rooms, business offices, bedrooms, baths and showers, and an inter-car telephone system which can be connected to land telephone wires. Every car carries a radio, each of a different type.

Car No. 1 at the rear of the train contains two bedroom suites for the King and Queen, a sitting room overlooking the rear platform, and two bedrooms for members of the royal staff. The sitting room is panelled in curly birch with ivory ceiling and light brown carpet over a cork floor. One set of furniture has coverings of green self-toned damask with green taffeta drapes, while an alternative set is done in blue and beige printed homespun with gold drapes.

The royal suites each consist of a bedroom, dressing room and bathroom. The Queen's bedroom and dressing room are done in blue-grey colors, with dusk pink taffeta drapes and a white eiderdown. The King's suite is painted cream with drapes and coverings in blue and white glazed chintz and a blue taffeta eiderdown. Both bathrooms are finished in mauve tile, complete with a full-sized bath and shower.

The car also contains a maid's bedroom and a lady-in-waiting's room, both in cream, and a white-tiled bathroom.

Maps to Trace Progress,

The other car to be used by Their Majesties contains a large sitting room in Nile green with old rose luminere and rose taffeta curtains. Ahead of the sitting room is the royal dining room seating 12 persons, and equipped with a set of roller maps so the royal couple can trace their progress across the Dominion. The car also contains a pantry, kitchen, steward's room, a bedroom for His Majesty's secretary and an office panelled in oak.

The remaining four cars of the six reconstructed at the Canadian National Railway's Shops here provide accommodation for other members of the royal party. Tomorrow they will be taken over to the Canadian Pacific Railway shops where the other six cars of the train are waiting.

The Canadian National cars viewed by newspapermen today include the dining car for members of the royal party. It is a standard diner seating 40 persons, done in natural wood panels of varying tones, the main woods being Prima Vera, Araca and cherry.

Pictures of Canadian wild life, executed in wood inlay, feature the decorations. Blinds are of silk face pantosote with a design of horizontal colored stripes. Canadian National business car No. 99 - private car of the CNR president - and two standard club cars with remodelled interiors, complete the C.N.R. section of the train.

Test Run Made To Smiths Falls By Royal Train

SMITHS FALLS, Ont., May 9 The royal train on which, the King and Queen will travel across the Dominion completed the first part of a test run from Montreal to Smiths Falls early this morning, covering 120-odd miles in 3½ hours. Seventy-five technicians and specialists aboard pronounced the train as in first-rate shape and "fit for a king."

Only two stops were made. Between Montreal and St. Clet, Que., the 12 cars of the blue and silver train, powered by the specially decorated engine 2850, travelled at 35 miles an hour. It stopped for ten minutes at this point to permit a test of bearings and brakes.

Second Stop at Finch,

From St. Clet to the second stop, Finch, Ont., where similar tests were made, the speed was 45 miles per hour. At Smiths Falls the train remained for more than an hour during which complete tests were made of the entire equipment, including the long distance telephone which will enable the King and Queen to telephone to any part of the world when the train is at a given station.

On the return run to Montreal the train will travel at from 55 to 65 miles an hour to Moncklands, [sic] Ont., and from that point to Montreal at 75 miles an hour. Officials pointed out that while the train will not travel at such speed when the sovereigns are aboard, the different speeds were tried out to make the test as complete as possible.

The train slid smoothly from the Angus shops of the Canadian Pacific Railway at Montreal at 9.05 o'clock last night and sped into the thickening dusk. Almost immediately the experts set to work to study the train's operation.

Foretaste of Reception.

Rumors got around fast, and word that the royal train was to leave the Angus shops spread quickly. As it pulled away those on board had a foretaste of the cheers and enthusiasm that will greet this train when it travels from Quebec to Vancouver and back during the next month. Children, perched on nearby fences whistled and cheered. Crowds gathered as the train passed the north end of Montreal on its rehearsal run and applauded as its trim blue and silver cars moved by into the night.

The run was almost a full-dress rehearsal. Chef James Patrick Morgan was puttering around in the royal kitchen. In the dining room waiters were at their posts. Everywhere the trained eye, the expert hand and ready ear of the technicians sized up this opulent hotel on wheels, critically appraising its finely-wrought excellence.

They turned on taps in the royal bathrooms to see that the water flowed properly. They tested showers. They inventoried furnishings. They surveyed cupboards and pantries. Every switchboard was examined. Not a nook nor cranny was left untouched.

Preliminary indications were that the train was having a smooth run. Officials expressed themselves as highly satisfied with the technical side of their weeks of labor.

The train telephone functioned perfectly when a call was made to The Canadian Press Montreal Bureau. Voices at the other end of the line came over clearly - just like an ordinary call from somewhere in the city.

Same wording in the Ottawa Journal same date

12/05/1939 Ottawa Citizen

Kingston (CN)

Cornwall and Brockville to see the Monarchs

Royal train will slow down when passing through these cities and King and Queen will take places on observation platform.

<http://news.google.ca/newspapers?id=PY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7225,1615609&dq=railway++train++railroad++cpr++cpr&hl=en>

19/05/1939 Ottawa Citizen

Montreal and Ottawa

Ottawa Caledonia Springs

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station

more - details of crew etc.

Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off. At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties"

more

20/05/1939 Ottawa Citizen

Kingston (CN)

Brockville

Royal train will slow down passing Brockville station

Brockville May 19. Word was received at the municipal office this morning that the royal train bearing Their majesties from Ottawa en route to Kingston will not stop at the Union station here Sunday afternoon. The official word from Dr. Keenleyside, chairman of the inter-departmental committee on the royal visit stated the train would pass the station at a slow rate with Their majesties standing on the platform of the rear car thus enabling those congregated at the station to gain a good view of the royal visitors.

May stop in yard

Information at the Canadian National Railways covering the visit of the royal train and the pilot train is that both trains will stop in the Brockville C.N.R. yards for inspection and to take coal. These yards are located half a mile west of the station where great preparations had been made to greet Their Majesties in a stop of 10 minutes. However, the 2,000 school children and civic officials will be in their places when the train passes the station while hundreds of people are likely to catch further glimpses of the train and its noted passengers as it stops for coal, inspection and change of crews.

The information received by railway officials here stated both trains will take water at Morrisburg, thus cutting the stop in the railway yards here to a minimum. The pilot train is due in at 6.02 o'clock daylight saving time. The royal train is scheduled to arrive in the railway yards at 6.32 o'clock daylight saving time. The trains will depart en route for Kingston as soon as inspection and coaling operations have been carried out.

Queen speaks to C.N.R. brakeman

Exemplifying the democratic spirit and human outlook of Their Majesties, Queen Elizabeth spoke to William A. Joy, 118 Drummond street, brakeman with the Canadian National Railways, at 9.25 yesterday morning, as he was coupling the engine to the royal train at Deep Cut. A few simple words by Her Majesty singled out Mr. Joy for high honor. His name will be linked with a host of important dignitaries who will meet the King and Queen across Canada.

According to Mr. Joy, he was engaged in coupling the engine, which pulled the royal train to Island Park station where Their Majesties got off, when the conversation took place.

"The King and Queen were standing on the platform of the royal train above me as I was engaged in coupling the engine to the carriage.

"Then Her Majesty smiled and spoke. I am not sure of the exact words but I think they were: 'That is a delicate job you have there', I replied 'Yes, it is Your Majesty'. the King then said something to Her Majesty, but I don't know what it was." Mr. Joy told the Citizen.

Mr. Joy has been a railroad man for 20 years and worked on the Grand Trunk Railway before joining the C.N.R. He is also a war veteran, having enlisted in 1914 with the 1st Canadian Division, Train, Ottawa. He served overseas almost four years.

Mr. Joy said the smile of the Queen is "more beautiful than the pictures." he said he was rather engrossed in his work when the conversation occurred, but now he feels very proud.

22/05/1939 *Ottawa Citizen**Kingston (CN)**Kingston*

Royal visit - Kingston

<http://news.google.ca/newspapers?id=QY0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7041,2410419&dq=railway+train+railroad+cnr+cpr&hl=en>

25/05/1939 *Ottawa Citizen**Kingston (CN)**Cornwall*

Waiting for a glimpse of royalty. Includes picture of Cornwall station.

<http://news.google.ca/newspapers?id=Qo0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7283,2664698&dq=railway+train+railroad+cnr+cpr&hl=en>

27/05/1939 *Ottawa Citizen**Renfrew*

Tenders are invited for the purchase and removal of:

The platform recently erected at the junction of the Canadian National Railway Line and Island Park Drive, Ottawa, for the reception of Their Majesties

It is a condition of the sale that the successful tenderer will be required to remove all debris and clear up the premises to the satisfaction of the Superintendent, Canadian National Railways, Ottawa.

Tenders will be received until 12.00 noon Friday June 2nd, 1939 and forms may be obtained from the undermentioned office.

Treasury Office

Salvage Division

Ottawa, May 25th, 1939.

03/06/1939 *Ottawa Citizen**Carleton Place**Westboro*

Train Mowed Down Whole Herd of Cows

A tragic happening on the outskirts of the village of Westboro sometime in the early nineties, is recalled by Mr. Fred Rawlings, veteran resident of that community.

Mr. Rawlings does not remember just what year it was, but at the time of the sad occurrence he was working on the McKellar farm, which adjoined the Cole homestead on the Richmond road. Mr. Cole was in the habit of pasturing his cattle in a field adjacent to the railway right-of-way. In some manner the whole herd about 42 head got out of the field one night and strayed onto the railway track.

Sometime after midnight a freight train came along and ploughed through the whole herd, killing all but two or three.

When Mr. Rawlings was on his way to work early the next morning he was the first person to discover the wholesale slaughter, and to him fell the unpleasant task of notifying the owner of what had happened.

08/06/1939 *Ottawa Citizen**Chaudiere**Booth siding*

Auto Hits Freight Car At Booth St. Crossing

At the J. R. Booth, Ltd. railway crossing on Booth street about 11 o'clock last night, a car in charge of Gerald Desormeaux, 522 Laurier avenue west, struck the rear of a freight car that was being backed into the yard and then struck a parked car in charge of Oliver Agnew, 128 Fentiman Ave.

Constables A. LeBlanc and J. Fermoye reported that the string of empty flat cars was being backed across the roadway and that a watchman with a red lantern was signalling cars to stop. Only slight damage was caused and no one was injured.

The C.N.R. freight train was in charge of Engineer Kenneth Sullivan, 132 Third avenue, who told police he was sounding his whistle as the train was backing across the street. The watchman was Arthur Dupuis 74 Booth street.

08/06/1939 *Ottawa Citizen**Renfrew*

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Engine Hits Motor Car Dragging It 172 feet

Three Men Have Remarkable Escape in Crash at Aylmer Road Level Crossing.

Three men had a remarkable escape from death when their automobile was dragged 172 feet along the right-of-way, demolished and dropped into a deep-ditch by a CPR engine at the level crossing on the Aylmer road, just east of St Joseph boulevard and opposite the Hull Armories on Wednesday at 5.35 p.m.

Lucien Bergeron, 30, of 123 Cambridge street, the driver of the car, was taken to Sacred Heart Hospital.

Suffers Body Bruises.

His two companions, Lucien Fournier, 40, of 330 Montcalm street. Wrightville, and Actence Sabourin, 43, of 10 Frontenac street, Hull, suffered body bruises but did not require medical attention.

The car was travelling towards Hull. The engine had left the CPR roundhouse at Ottawa West, crossed the Ottawa river, and was bound for Union Station, via Hull West Station to pick up a train for Montreal.

Marks indicated the car had skidded 140 feet before the crash occurred. The skidmarks showed the driver had swerved to the left of the road in attempting to avoid the collision but the front of the car was struck by the front portion of the engine.

Constable A. Charbooneau, of Hull police, stated the car was dragged 172 feet along the right-of-way by the engine. The men were imprisoned in the wrecked automobile until the train crew and passing motorists helped them out.

The two passengers were sitting in the rear seat of the sedan car when the collision occurred. The car narrowly missed being crushed between the engine and a telephone pole near the right-of-way and, after being dragged along the road bed of the tracks, rolled down into an eight-foot ditch.

Relates Experiences

From his hospital bed, Mr. Bergeron related his terrifying experience to The Journal.

"We were returning to Hull from Val Tetreau where we visited the family of Paul, Gravelle, who died the previous day. We were talking and I didn't see the engine until it was too late. I put on the brakes and I was almost to a stop when the train struck the right side of the car near the front door. We were carried down the track. It was impossible for me to get out. I can't remember anything after that"

There are two level crossings at this point about 100 feet apart. The accident occurred at the easterly one. Witnesses, and officials of the CPR stated the wig-wag signal at the crossing was working at the time of the collision. The engineer was W. D. McKnight of 103 Irving avenue, and the fireman, A. J. Spltall, of 133 Carolina avenue.

10/06/1939 *Ottawa Citizen*

Kingston (CP)

Calabogie

Caterpillars Halt Train With Cadets

KINGSTON, June 9. Wheels slipping on thousands of mashed caterpillars kept the train from Petawawa Camp two hours late today. The cadets were travelling over the C.P.R. after having undergone a weeks training at Petawawa. Near Calabogie Lake caterpillars by the, thousands, making their appearance earlier this year than usual put the rails in such a condition that the train was held up for two hours,

23/06/1939 *Ottawa Citizen*

Prescott

Osgoode

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

29/06/1939 *Ottawa Citizen*

Montreal and Ottawa

Vankleek Hill

One Hurt As Car Wrecked By Train

VANLEEK [sic] HILL, June 28. Five persons had narrow escapes from serious injury when an auto crashed into the side of the crack C.P.R.

Vancouver express here tonight. Despite the fact that the car was almost completely demolished, only one of the passengers was injured.

In the car, driven by J. McKeith of Lachute, were Miss Margaret Racine of Brownsburg, who suffered a scratch to her knee and slight bruises. Miss Flora Vachon and Miss Blanche Racine of Brownsburg and Gerald Larose of Lachute.

Dr. A. Macdonald of Lachute provided first aid.

C.P.R. officials stated "an automobile ran into the side of train No. 7 at a crossing just east of Vankleek Hill station. The car was driven by J.

McKeith of Lachute, Que., and Miss Margaret Racine suffered slightly from shock."

19/07/1939 *Ottawa Journal*

Chaudiere

Booth Street

Watchman Found Dead by Train Crew

John McGrath, 60, of 35 O'Meara street, an employe of the Canadian National Railways for more than 20 years, was found dead in his watchman's shelter at the Booth street railroad crossing at 5.15 a.m.

The crew of a transfer train found him sitting in his chair in the shanty. Coroner Dr. Harry Dover found death was due to natural causes.

Bringing empty cars to the Chaudiere lumber yards of J. R. Booth, Limited, from the yards at Nepean, the train was stopped when the crew failed to see the watchman at the Booth street crossing.

According to yardmen, who had been speaking to Mr. McGrath half-an-hour before my arrival of the train, he had been in apparent good health.

Employed as a yardman for 22 years at the Bank street yards of the C.N.R., he recently had been filling in at the Booth street crossing on nights lumber was moving between the yards. He resided with his sister, Mrs. James Finn, 35 O'Meara street.

The funeral will be held from the parlors of Mctvoy Brothers 471 MacLaren street, on Friday at 7.40 a.m. to St. Mary's Church for solemn requiem high mass at eight o'clock. Interment will be made at Notre Dame cemetery.

20/07/1939 *Ottawa Journal*

L'Orignal

C.N.R. To Abandon Line from Hawkesbury

Abandonment by the Canadian National Railways of the L'Orignal sub-division between Hawkesbury and Hurdman, a total distance of 56.6 miles, was authorized today by the Board of Transport Commissioners.

In the order issued by Hon. Hugh Guthrie as chief commissioner, the C. N. R. is authorized to "proceed without delay to place the abandoned right of way in the possession of the adjoining landowners, either by conveyance subject to trusts or encumbrances heretofore created, or by long-term leases at nominal rentals".

Should any difficulty arise in connection with transfer or possession, it is pointed out application may be made to the board by any of the parties affected.

The railway passes through a district where mixed farming is carried on. The Ontario Government intimated last year that it was interested in the possibilities of converting part of the line into a highway.

In its judgment the board said: "There is no doubt that the abandonment of this line of railway will cause some inconvenience to shippers at the various points, but the annual loss to the railway company in cost of operation is far greater than any inconvenience which the public may suffer."

Man Killed When Train Hits Auto Mile From Ashton

CARLETON PLACE, July 23.- 1 Albert Seabrooke, aged about 45 years, a farm hand who worked for S.G. Davies. about one mile west of Ashton station on highway 15, was almost instantly killed when his car was struck by the Pembroke local train while proceeding to Ottawa Saturday afternoon about 4.45 o'clock.

Mr. Seabrooke was driving to his own home near Ashton Station and had occasion to cross the railway line on the Davies' farm. As he was almost stone deaf it is thought he had no inkling of the approaching train as the crossing at this point does not permit a clear view of approaching trains. Immediately after the train struck the car the brakes were applied and the train stopped, but by this time it had gone several hundred yards. Mr. Seabrooke was found on the cow catcher, while pieces of his car were distributed along the right-of-way for almost 400 yards. Had Fractured Skull.

Dr. J. A McEwen of Carleton Place was called but the man was dead before his arrival. He was found to have a fractured skull, six broken ribs and both legs broken.

Dr. A.A. Metcalfe, coroner of Almonte, after communication with W.W. Pollock, K.C. Crown Attorney, ordered an inquest. A preliminary hearing was held at the home of Mr. Davies and an adjournment made to the council chamber in Carleton Place on Wednesday.

At the time the accident occurred the train was about 15 minutes late and was endeavoring to make up time. It is thought Seabrooke may have surmised that the train had already passed and was not keeping a careful lookout at the crossing.

Mr. Seabrooke is survived by his wife and two sons and a daughter. The funeral will be held from his late home, 11th line of Beckwith on Monday at 3.30 p.m. to Stanley's Corners for interment.

For some years Mr. Seabrooke conducted a barber shop on Bell street, Carleton Place.

28/07/1939

Ottawa Journal

L'Original

Hawkesbury

Signs First And Last Order

HAWKESBURY, July 27. (Special.)

Some 30 years ago Leo J. Menard, telegraph operator at the Canadian National Railways station here, signed the first order for the first regular train to run over the company's right-of-way between Hawkesbury and Ottawa. . Today he signed the last order for the last regular train to pass over this 38 miles of track. The Board of Railway Commissioners has granted the company's application to abandon this line. .Work of lifting rails and ties, as well as removing other equipment will now proceed without delay.

31/07/1939

Ottawa Citizen

Maniwaki

Tenaga

Gatineau Train Delayed.

With the line blocked by a mud slide north of Tenaga during the early hours of Sunday morning the Ottawa-Maniwaki C.P.R. passenger train left the Capital nearly three hours behind schedule. In addition several small washouts occurred and before the train was allowed to leave, according to railway officials, a complete patrol of the line was carried out.

With the mud slide the railway was blocked for about 150 feet and to a depth of about six feet. When the blockade was reported a special train with special equipment and workmen was despatched from Smiths Falls under the direction of W. C. Beck, divisional superintendent.

A snow plow was pressed into service and with that the stretch of tracks was sufficiently cleared to allow a locomotive to pass. This was followed up by a spreader which pushed the accumulation of mud and loose earth back still further.

It was further north along the line that the washouts occurred. None of them was serious, officials stated, but to assure the protection of railway patrons against, accident, all were attended to and repairs made. It was stated that the rainfall which continued almost without intermission since Friday afternoon, was particularly heavy in the Gatineau district.

There have been slides on previous occasions along the railway line into the Gatineau but these occurred some distance further north of the scene of yesterday's blockade.

01/08/1939

Ottawa Journal

L'Original

Service Discontinued

With completion of eastbound extra freight run leaving Ottawa 7.15 a.m. Friday, July 28, Canadian National, line between

HAWKESBURY and HURDMAN

L'ORIGINAL SUBDIVISION

will be (abandoned and all service on that line discontinued.

CANADIAN NATIONAL

02/08/1939

Ottawa Citizen

Waltham

Connaught siding

Twenty-nine car horse train unloaded at Connaught siding.

Account incomplete

04/08/1939

Ottawa Journal

L'Original

Hawkesbury

Hawkesbury-Ottawa Rails Being Lifted

HAWKESBURY, Aug. 3. (Special.)

The work of lifting rails and ties and demolishing stations and other buildings on the Canadian National Railways' right-of- way from Hawkesbury to Ottawa is now under way according to H. Moore, roadmaster, of Montreal. who is in charge of the work.

About 150. men have been given work - including 40 from Hawkesbury. He stated within a few days more from the town would be given work and later unemployed from other towns along the line would be taken on the payroll. The job is expected to take at least three months.

Some time ago the Board of Railway Commissioners sitting in Ottawa granted the application of the Canadian National Railways to abandon this line. From Hawkesbury to Ottawa is about 57 miles. The line was closed on July 28. It will be torn up as far as Hurdman.

10/08/1939

Ottawa Journal

L'Original

Ottawa City Council

Alderman Belanger thought steps should be taken to urge use of the abandoned C.N.R. right-of-way from Hurdman's to L'Original as a highway. .

The order of the Board of Transport Commissioners provides that the abutting land-owners should be given first opportunity to acquire sections of the right-of-way,

This Brakeman Had Thrilling Adventure

Down through the years there have been quite a number of accidents in the neighborhood of the Ottawa East swing (railway bridge). One of these, which almost brought death to one man, occurred in the evening of February 15, 1894.

About 7.30 o'clock that evening three cars at the rear of a long freight train were derailed as the train was pulling out of the old C.A.R. station at a lively speed. The engine and a number of the cars had cleared the swing bridge across the canal, and as the three rear cars were approaching the bridge they left the track. The van and the two cars in front went bumping over the beams of the bridge, and on arriving at the opposite side of the canal became detached from the other cars and plunged into a heavy snow embankment.

Daniel Lemieux, the conductor, was on top of the van at the time, and, fearing serious results, jumped to the ice below. One of the brakemen, John Connelly, was also on the van, but clung to it until he was finally thrown off when the car went into the snow bank. In order to keep from being thrown off while going over the bridge, he was obliged to lie down and cling to the small platform on the roof of the van. He escaped with a shaking up.

The derailed cars were badly smashed. The trucks were torn away from the bodies of the cars and the heavy iron braces were twisted in all shapes. The Montreal train was unable to pass the wreck that night, and had to pull up and let the passengers off at the Archville road.

23/08/1939 *Ottawa Journal**Alexandria**Alexandria***Boy Killed Five Escape**

ALEXANDRIA, Ont., Aug. 23. One 12-year-old boy was killed instantly and five other persons escaped uninjured when the hay rack on which they were riding was struck by the C.N.R. Montreal-Ottawa express, four miles east of here, at 11.15 a.m. today.

The dead boy was Laurent Jeaurond, son of Mr. and Mrs. Fred Jeaurond, of Alexandria. Those who escaped, by leaping from the rack just before the crash, were: Dennis Jeaurond, grandfather of the boy and on whose farm the accident happened; Lauriet, Aza, Romeo and Joseph Jeaurond. The six persons were riding on the empty rack, drawn by a team of horses. The crossing was on a grade and the train crew was unable to see the rack until it was too late to avoid a crash.

Those on the rack leaped on either side of the tracks, but Laurent apparently became excited.

The train crew was composed of Engineer John Fellowes, Fireman Alfred Huntsinger and Conductor Alex Runciman, all of Montreal. The train was 35 minutes late in arriving at Ottawa.

Coroner Dr. D. J. Dolan is opening an inquest.

23/08/1939 *Ottawa Citizen**Alexandria***Killed Instantly At Farm Crossing**

Hay wagon hit by train. Citizen account incomplete

23/08/1939 *Cornwall Freeholder**New York Central***Permit Railway Company to Reduce Service On Ottawa-Helena Division**

Judgment Handed Down by Transport Commission; Cutting off Morning Train From North, Afternoon Train From South

According to a judgment announced in Ottawa by the Board of Transport Commissioners, through Hugh Wardrope, assistant chief commissioner, the Board has granted the application of the New York Central and the Ottawa and New York railway companies to reduce daily service between Ottawa and Helena, N. Y., from four trains to two trains. Under the judgment, permission has been granted the companies to eliminate from their passenger service train No. 60, leaving Ottawa at 7:55 am. daily, except Sunday, for Helena, N.Y., and train No. 63, leaving Helena at 3:55 p.m. daily, except Sunday, for Ottawa.

The application was heard at Ottawa on January 31 last, with W.L. Scott, K.C., appearing for the railway companies; Lionel Chevrier, KC, MP, for Stormont, acting for the United Counties of Stormont, Dundas and Glengary, and for the Town of Cornwall, and with A. Goulet, M.P. appearing for the County of Russell.

Compromise

Originally, the companies made application for permission to discontinue all passenger service over the line of the Ottawa and New York Central Railway between Ottawa and Helena. Following the filing of the original application, customary notices were sent to the interested parties and because of the many objections filed with the board, the application was temporarily reduced to an application by which two of four passenger trains would be eliminated from the service.

Permission was won to cut the schedule to one train in each direction each day after evidence before the board revealed the line had been operating at a loss since its inception in 1900 and that the deficit was gradually increasing. In his evidence during the hearing, Ernest G. Hawkins, assistant engineer in the office of the vice president, showed losses from passenger operations had been sustained in 1935, 1936, 1937 and the first 11 months of 1938, the losses totalling \$77,404. Total losses in connection with freight traffic were set at \$85,456 for the years 1935, 1936 and 1937. However, no request to be relieved from freight service was included in the original application.

Excerpt From Judgment

In part the judgment read as follows:

"In my opinion there is no doubt as to the fact that there is a substantial and annually increasing loss being suffered by the applicants.

"With regard to the suggestion that the four passenger trains be maintained in service during the winter months, submissions in connection therewith were permitted by the board to be filed during the hearing. Statements showing the consequent effect on revenues and expenses, etc., were filed by the applicants. These were carefully and ably attacked by Mr. Chevrier. Considerable argument by correspondence was placed on file with regard to the correctness of the figures. However, an analysis of these further submissions (based on 1938 figures) would appear to show that in so far as passenger service is concerned, the average losses per month during the winter months come very close to the average per month losses during the open season. So on the whole, I conclude the picture would not be greatly improved.

"From the foregoing, and considering the applicants will still be submitting to a substantial loss on passenger traffic by maintaining one train a day each way, I would grant the application. It is natural and regrettable that some inconvenience will be suffered by those affected, but I have no doubt in my mind that the necessity of maintaining the present service does not outweigh the plight of the applicants."

30/08/1939 *Ottawa Citizen**Carleton Place**Ottawa West***Erecting New Tank.**

Answering complaints by Con. E. A. Bourque that Bayview road was blocked by CP. Rly. trains, W. Garland, assistant district inspector, wrote that a new water tank was being installed in Ottawa West, with an additional stand-pipe, and that engines in future will be able to take water without blocking the Bayview Road crossing.

31/08/1939 *Ottawa Citizen**Alexandria**Maxville***Maxville Man Dies As Train Hits Auto**

MAXVILLE, Ont., Aug. 31. Thomas McDougall, one of Maxville's best known citizens, was killed when his sedan was struck by an east-bound express train at the Borden plant crossing about 150 yards west of the depot this morning.

The car, which was carried about 100 yards on the engine pilot, is practically a total loss.

Mr. McDougall, a retired farmer, was carried to the office of Dr. W. B. MacDiarmid where he died in a few minutes. Dr. J. H. Munro, coroner, allowed the body to be removed to Hoople's funeral parlor, where an inquest will be held by Dr. T. O McLaren, coroner, of Lancaster.

Main line blocked by derailment

Chesterville Sep 11. Traffic on the main line of the C.P.R. though here was blocked for a while this afternoon when three freight cars jumped the track in the local yards. It is believed the cars fouled a switch during the freight train's shunting operations. A crane from Smiths Falls cleared the tracks

14/09/1939 *Ottawa Citizen**Kingston (CN)**Lancaster*

Mystery surrounds the death of Andrew Dufresne, 21, of Lancaster, who was found lying fatally injured by the side of the tracks a mile west of the village at 6.44 D.S.T. this morning by the crew of the Canadian National Railways train No. 16.

Dufresne, who was a guard on the C.N.R. bridge at that point died of a compound fracture of the left side of the skull in the Hotel Dieu hospital, Cornwall, at one o'clock this afternoon.

Police believe he was struck by a train, but are investigating the possibility of foul play.

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The crew of No. 16 train found the man lying by the side of the tracks near the bridge which he had been guarding, and took him aboard, returning to Lancaster and summoning Dr. Dehaite. The injured man, and the physician, were then placed on a freight train and rushed to Cornwall at once, where Dufresne was admitted to the Hotel Dieu hospital. His death, which was expected, occurred at one o'clock this afternoon.

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16/09/1939 *Ottawa Citizen**Kingston (CN)**Iroquois*

Train Demolishes Truck In Accident at Iroquois

IROQUOIS, Sept. 15 Ralph Derby of Russell had a narrow escape from at least serious injury when the truck he was driving over a level crossing on a country road about a mile east of here this morning was in collision with the C.N.R. Montreal - Toronto train.

The truck was completely demolished and the force of the impact threw Derby into a ditch. He suffered only bruises and minor lacerations. He was treated by Dr. John R. Miller of Iroquois.

Constable A. R. McLeod Investigated.

16/09/1939 *Ottawa Citizen**Renfrew**Arnprior*

Arnprior Resists Cancelling C.N.R. Line to Eganville

ARNPRIOR, Sept. 15. Any concentrated effort by municipalities affected to fight the proposed abandonment of the 37 mile stretch of C.N.R. line between Arnprior and Eganville will receive the support of Arnprior, Clerk G. H. Moles was instructed to inform Dr. J. J. McCann. South Renfrew M.P. by the local council in regular session here last night.

Council decided to send the letter following receipt of formal application from the C.N.R. to abandon its Arnprior-Eganville division. It was pointed out that the line gave employment to some ten Arnprior residents.

21/09/1939 *Ottawa Journal**Maniwaki**Burnett*

Seriously Hurt Falls Off Train

Eugene Labrosse, of Maniwaki, suffered serious head injuries shortly after 3.30 Wednesday afternoon when a sudden lurch of the northbound Gatineau train on which he was a passenger, threw him from the platform.

The brakeman saw the man fall and signalled the engineer to stop the train which, at the time, was just north of Burnett's Station, a few miles south of Wakefield.

The man was taken aboard the train and conveyed to the offices of Dr. H. Oeggie, in Wakefield. Dr. H. Geggie administered first aid and ordered him to hospital. He was brought to Sacred Heart Hospital, Hull, and placed under the care of Dr. Gerald Brisson. Dr. Brisson said he put 25 sutures in Labrosse's scalp.

Labrosse was considerably improved this morning, and while reports of an X-ray examination were being awaited. Dr. Brisson did not believe the injured man's skull had been fractured.

26/09/1939 *Ottawa Citizen**Beachburg**Ottawa, Bells Corners*

The funeral of Lucien Rochon, 29-year-old son of Alfred Rochon and the late Mrs. Rochon, who was accidentally killed on Monday when a gasoline speeder on which he was riding was struck by a C.N.R. freight train just west of Bell's Corners, will be held on Wednesday morning at 7.35 from the home of his sister

03/10/1939 *Ottawa Journal**Beachburg*

Death of L. Rochon Termed Accidental

Accidental death with no blame attached to any person was the verdict of a coroner's jury enquiring into the death of Lucien Rochon, 29, of 89 Stewart street, killed on September 28 in a collision between a freight train and a gasoline car at Sullivan's cut, three miles northwest of Bell's Corners. Coroner Dr. J. S. Nelson presided at the inquest held at the Westboro town hall Monday evening.

Both the fireman and engineer of the freight train testified the collision was unavoidable as the train was upon the gasoline car before brakes could stop it. The section foreman in charge of the car said the train was a special and was not expected. The car carrying section hands home from work was travelling at three miles per hour as a precautionary measure.

Crown Attorney Raoul Mercier questioned the witnesses.

Note - several letters missing from the left hand edge of most of this account. I have inserted missing letters.

Her Bravery Prevented Wreck of Freight Train Back in 1893

Lady Heard Dam Break Near Maxville and Ran Down Hill to Find Roadbed Washed Away. Flagged Freight Train in Early Hours of Morning by Waving her Skirt. Heroic deed Awarded With Life Pass on Railroad

The life of an engineer on a railroad is one of constant danger and thrills. There are the per? of open switches, broken rails and what not. Engine crews have many near-accidents - narrow escapes. The public hear only of the incidents which happen.

A terrific smash-up of a long freight train would have occurred on the Canada Atlantic Railway in the year 1893 but for the courage and foresight of a woman, whose name unfortunately, the narrator has forgotten. The lady lived near Maxville.

Early one spring morning in the year 1893 freight train No. 15 of Canada Atlantic Railway was on its way to Ottawa. Harry Brown of Ottawa was the engineer in charge.

Daylight was just breaking and the train, with thirty-five freightcars, was about two miles west of Maxville, when Engineer Brown noticed an object on the track a distance away. At the moment the light was very uncertain, and as the train got nearer, Mr. Brown made out the object as a woman. A few seconds later he saw that the woman was frantically shaking her skirt.

Signalled for Brakes

Engineer Brown, realizing that the woman was flagging the train because of some danger ahead, at once signalled for brakes. At that time freight cars only had hand brakes, which were applied from the tops of the cars by ratchet wheels. Bringing a heavy freight down to a full stop was therefore a slow operation. In due time the train ground to a stop, but not before it had gone some distance past the woman.

When it did come to a stop it was only a few feet from a great gaping hole in the roadbed, a hole big enough to bury the engine and car.

It appears that the dam on a lake on a hill above the railway track had broken sometime before daylight and the on-rushing water had cut its way through the roadbed. As the ?g had been carried away, the ? had broken. Had the train not been warned, one of the worst wrecks in the history of railroading would probably have occurred.

The story told to by the Engineer ? Brown by the lady was that she had been able to avert the wreck because of the fact that her house, being on the hill near the lake, she had been able to hear the noise of the water rushing out of the lake during the night. Knowing that a freight train passed each morning about 5.30, she dressed and ran down the hill to see what damage had been done. Her fears were realized when she saw the gaping hole.

Then she ran up the track for about half a mile and awaited the coming of the train.

Mr. Brown took the lady's name, thanked her and later reported her brave act to the company. Among other things, the company presented the lady with a life pass on all Canada Atlantic passenger trains.

12/10/1939 *Ottawa Citizen**Chalk River**Snedden*

Transients Fall From Train, One Dead, Other Held

SMITHS FALLS, Oct. 11. Held pending investigation into the death of Donald John Gillis, 36, who died in Almonte today as a result of injuries sustained in a fall from a C.P.R. freight car, Francis McGillivray, 28, of Cape Breton, transient, was remanded to Perth jail until next Tuesday when he was arraigned before Magistrate D. C. Smith late this afternoon on a trespassing charge, McGillivray was arrested by C.P.R. Constable Ernest Parker here early this morning.

It is alleged McGillivray and Gillis met in Aniprior yesterday and consumed several bottles of wine before starting for Smiths Falls at dark on a freight train.

McGillivray is reported to have told police they argued over sharing of the wine as the train neared Almonte and that both fell from the top of the box car.

McGillivray was unhurt but his companion suffered fatal head injuries and a fractured hip. He was removed to hospital in Almonte.

INQUEST ADJOCRNEED.

ALMONTE, Oct. 11. A transient, believed to be George Gillis of Nova Scotia, died this afternoon in hospital here from injuries incurred in a fall from a freight train yesterday evening at Snedden, four miles from town.

A companion who was with him and who summoned aid, despite a warning by Chief Ed McLaughlin to remain in town, disappeared and was arrested in Smiths Falls today.

The body is being held here and the man's finger prints have been taken in the hope of positive identification. His age is thought to be between 38 and 40 years.

A preliminary inquest opened this evening under Coroner Dr. A. A. Metcalfe and was adjourned until Monday, October 23, in the town hall at 7.30 p.m

14/10/1939 *Ottawa Journal**Renfrew**Arnprior*

Struck by Bird Shot On Pembroke Train

Herbert H. Brown, of 130 First avenue, C.N.R. conductor, suffered slight injuries to the back of his head and neck when a shotgun accidentally discharged in a day coach on the C.N.R. Ottawa- Pembroke local passenger train near Arnprior on Friday morning.

Loaded with birdshot, the gun belonged to a passenger whose name was not revealed. The passenger was sitting in the smoking compartment and another passenger lifted the gun to examine it. The gun discharged as the conductor was passing in the corridor. The lead pellets penetrated the partition wall of the compartment and two or three of the pellets lodged in the flesh of Mr. Brown.

At Renfrew station, Dr. C. W. McCormack was summoned and the conductor's injuries were treated, after which he was able to continue his duties.

Seriously Hurt When Truck Strikes Train

Michael Dubrofsky, Moses Greenberg In Crash Near Kinburn

KINBURN, Nov. 13. Two Ottawa men were injured one of them seriously, and the locomotive on the Canadian National .Railways Pembroke-Ottawa passenger train was disabled when a truck crashed into the tender of the train at a level crossing near here at 3.30 p.m. today.

The injured were Michael Dubrofsky, 62, of 484 Rideau street, and Moses Greenberg, 28, of 78 Melton street. Dubrofsky received a severe gash on the head, several broken ribs and possible internal injuries. He was taken to the Ottawa Civic Hospital in an ambulance - summoned from Carp. Greenberg, driver of the truck, escaped, with only slight cuts and bruises and a bad shaking up..

Broke Water Tank.

When the truck crashed into the left side of the tender, just behind the locomotive, the water tank was punctured, allowing the water to pour out. The train, due in Ottawa at 4.20 p.m, was delayed for more than an hour and a half as another locomotive had to be sent out from the city.

The accident occurred on the Kinburn side road a short distance west of Kinburn station. Moses Greenberg reported that he and Dubrofsky had just left Kinburn and were en route to Arnprior. They rounded a slight curve in approaching the crossing and the driver did not notice the train until the truck was almost on the tracks. He was unable to stop in time and although he applied his brakes the vehicle skidded into the side of the moving train.

Train Was Slowing Down.

The train, in charge of Engineer William Cooper, 617 Chapel street, Ottawa, and Conductor Peter J. Maloney 87 Main street, Ottawa East, was slowing down for Kinburn station at the time and was brought to a stop within a short distance. The engine crew did not notice the truck until a moment before the crash occurred.

Dr. A. B. Hyndman, M.P,[sic] of Carp, was called and he rendered first aid to the injured men before ordering Dubrofsky taken to the hospital in an ambulance. Greenberg went to the city aboard the train.

Engaged in cattle buying, Greenberg and Dubrofsky had left Ottawa earlier in the day on one of their regular trips..

*16/11/1939 Ottawa Citizen**Maniwaki***Crew Say: Wotta Day's Work**

"Casey Jones mounted to the cabin,

Casey Jones, with his orders in his hand;

Casey Jones mounted to the cabin . . ."

When C.P.R. Engineer C. E. Butler, of 158 Primrose avenue, mounted to the cabin of old No. 2112 at Maniwaki this morning, he had no premonition of the wild ride into Ottawa upon which he was setting forth.

Neither did he realize that within the hour he was to be the unwitting cause of hundreds of telephone calls which poured into the Ottawa and Hull fire and police stations from bewildered and anxious citizens.

But one of the wildest, strangest rides in his long career as a railwayman lay in front of him.

All was perfect when Engineer Butler took his place behind the throttle at Maniwaki. His fireman, Harry Creighton, of 86 Stirling avenue, had a good head of steam on and when Butler opened the throttle the big locomotive moved away smoothly and unerringly along the twin ribbons of steel.

Whistle Wouldn't Stop

The train was pulling into Kazabazua, some 45 miles from the Capital, when Butler pulled the cord of the whistle. A fine musical blast split the welkin and echoed back and forth between the Gatineau Hills. But just as suddenly the engineer realized something was wrong. Instead of stopping when he released the cord the whistle continued to emit its piercing note.

Despite every effort to curb its marathon efforts the whistle continued blowing.

Stuffed Their Ears

From this point on just what happened is rather hazy in the minds of the two men who were in the cab within a foot or so of the deafening noise.

They stuffed their ears with cotton batting and did their best to concentrate on getting their train into the city.

Residents of the little towns and villages along the route ran to the tracks to see what was the matter as the train shrieked on its way as if with fiendish glee. It sped through Low and Farrelton causing the cattle in the fields to look up with puzzled awe and farmers pause in their plowing. On through Alcove, Wakefield and Rockhurst it thundered, the whistle still giving full voice.

A telegrapher got in touch with Ottawa and the railway authorities arranged for another locomotive to pick up the train at Beemer station, Hull.

Residents Alarmed.

As the train approached Hull the continuous blasting note of the whistle was heard for miles Residents, wondering what the matter was, some of them even visualizing an air-raid, began to telephone to the police and fire stations in both cities The Citizen was deluged with calls.

Engineer Butler and Fireman Creighton really had a problem on their hands. They had to bring the train into Ottawa and to do so they had to keep up steam. And yet every time the fireman swung wide the door of the huge fire pot and threw in another shovel of coal the whistle shrilled even harder. Very soon the two men couldn't hear each other's voices at all. They had to go in for pantomime. The old engine shrieked around curves like something mad. People lined the tracks and gazed with awe and when finally it pulled into Beemer station the crew felt as if they never wanted to hear a train-whistle again

Changing engines was only a matter of minutes and the Maniwaki train continued into Union station drawn by the spare engine. Still shrieking, good old 2112 continued on its way to the C.P.R. roundhouse at the Broad street street yards. Here mechanics climbed aboard with their monkey wrenches and did things that soon quieted the recalcitrant whistle.

As the whistle died down to a mere whisper the old locomotive seemed to relax with a sigh of relief. The engineer and the fireman pulled the cotton from their ears and made for their respective homes.

Engineer Butler is going to be a bit nervous the next time he reaches for the whistle cord of good old 2112. And perhaps he will wake many a night thinking he hears his train shrieking its way along the Hull-Maniwaki line.

Could Do Nothing

Speaking to The Citizen Engineer Butler said that when the whistle stuck open there was nothing he could do about it. Some whistles, he explained, have a valve on the side which can be shut off in an emergency. But the whistle on No. 2112 hasn't such a gadget.

But the mechanics say they have fixed the whistle for good this time and that in future it will respond the the engineer's hand

Four Metcalfe people Escape Train Hits Car
Leap to safety before locomotive shears engine from machine

Escaping death by a split second, four residents of Metcalfe leaped from an automobile just before it was struck by the Montreal-Vancouver CNR flyer on a level crossing on the Russell Road two miles south of Hurdman's Bridge on Sunday at 10.35 p.m.

Occupants of the automobiles were: W.A. McDowell the driver, his wife, and Mrs. W. A. McCooye and her seven-year-old daughter, Phyllis. Sheers Off Engine.

Mr. McDowell stalled the car on the tracks as he was attempting to put the gears in reverse to back it clear of the oncoming train.

The engine carried the car 29 feet down the tracks, shearing off the motor and entire front, leaving it a twisted mass of iron. But all occupants had leaped to safety after Mr. McDowell had shouted "jump"

Mrs. McDowell who was sitting in the front seat with her husband, jumped out and ran across the tracks in front of the engine. A projection on the cowcatcher of the locomotive caught the tail of her coat, tearing it as she flung herself off the right of way. The narrow escape left her speechless for some time after the accident but she was otherwise unharmed.

Mrs. McCooye and her daughter jumped from the rear door, the former suffering a slight bump on the head and bruises. She did not require medical attention.

"I thought my end had come" Mr. McDowell told The Journal. "I wasn't worried so much about myself, it was the three others in the car I was worried about.

"I didn't see the train until it was practically at the tracks. I put on the brakes but by the time the car came to a stop, the front of it was over the tracks. When I put the gear shift into reverse the motor conked and there we were. It was terrible but I didn't become excited until I saw my wife run across the tracks directly in front of the engine.

"I realized later it was the best thing she could have done because if she hadn't, my car would have been dragged on top of her when the train struck it."

According to police Mr. McDowell was proceeding towards Metcalfe. Mrs. W. A. McCooye and her seven-year-old daughter, Phyllis, were in the rear seat of the 1929 sedan.

At the point where the accident occurred there were two level crossings on the road 184 feet apart. Mr. McDowell crossed the first set of tracks and was a few feet away from the second crossing when his wife shouted: "Here comes a train".

The engine was in charge of M.T. Ashe, 122 Argyle Avenue. The train arrived at Union Station 12 minutes late. Provincial Constable Emile Soubliere investigated.

27/11/1939 *Ottawa Citizen**Vankleek**Hawkesbury*

Car Hits Train, 2 Hawkesbury Residents' Dead

Olivier Menard and Wife Killed at Level Crossing Near Their Own Home. Inquest Is Adjourned.

HAWKESBURY, Nov. 26 Two prominent Hawkesbury persons were killed here yesterday, when the car in which they were driving collided with a Canadian National Railways train at the level crossing on highway No. 34, just outside the town limits at 12.10 p.m.

The dead are:

Olivier Menard, 65, prominent in the lumber business here for a great many years, and his wife of less than two years, the former Lena Aube, 58, of Crysler, Ont.

Was Almost Home.

Mr. Menard, on his customary Saturday morning business trip with his wife, was returning home, when within only a stone's throw of his front door, he failed to notice until too late, the approach of the Glen Robertson Hawkesbury train which passes close by his home and planing mill.

The train was in charge of Engineer Parker of Montreal and Conductor S. R. McClelland of Ottawa. Leo Carriere, the fireman, told police. He noticed the car approaching as they neared the crossing, but said it was going quite slowly and that he expected it was about to stop. The train, too, the crew stated, was going fairly slow.

The car collided with the cowcatcher of the engine and was tossed into a ditch beside the track about 30 feet away. The front end of the car was completely demolished.

Inquest Adjourned.

Hearing the crash, people in nearby houses rushed out and after notifying Dr. C. E. Lafrance and Provincial Traffic Officer A. J. Ferguson, who investigated with Provincial Constable R. H. Wannell, extricated the bodies from the car and removed them to the home of Clifford Myre, just across the highway, where Dr. Martin Powers, chief coroner for Prescott and Russell, opened an inquest which was adjourned until Thursday, Nov. 30, at four o'clock in the local town hall.

03/12/1939 *Eganville Leader**Renfrew*

C.N.R. Would Abandon Arnprior and Eganville Line

Nov. 28. A hearing by the Board of Transport Commissioners of an application to abandon the 37-mile line between Arnprior and Eganville was begun in Renfrew this morning.

Prior to the noon adjournment, A.D. McDonald, solicitor for the C.N.R., submitted statistics purporting to show that a net saving of \$ 104,000 per annum could be attained by abandoning the line.

He attempted to point out that the district serviced by this branch-line would receive sufficient transport and passengerservice from the Canadian Pacific mainline, the C.P.R. branch line from Payne Junction to Eganville and various paved highways.

That the abandonment was not in the best interests of the railways or the public, was argued by Murray Chown of Renfrew representing the municipalities affected by the proposed changes. Mr. Chown could not see how the railways could profitably abandon 38 miles of the most profitable section of 265 miles C.N.R. branch line for a 22-mile C.P.R. branch line in an inferior condition.

He expressed surprise that the Canadian National now asked permission to spend about \$100,000 on improving the Golden Lake - Pembroke line which it had asked permission to abandon two years ago.

Two bridges on the C.P.R. alternative route were, according to Mr. Chown, unfit to carry heavier flow of traffic and a steep grade on the Golden Lake - Pembroke section of the Canadian National branch line permitted the hauling of only 17 loaded freight cars per train.

The increase in freight rates due to the shift from competitive to standard rates would be injurious to shippers in this district and the increased mileage for goods travelling east from places west of Eganville would also increase freight rates.

20/12/1939 *Ottawa Citizen**Waltham**Deschenes*

Icebound Workers Flag C.P.R. Train

When a street car is icebound flag a train

Henceforth this may be the motto of a number of Aylmer residents who were stymied in a street car by the storm this morning. Waiting patiently for the car to get under way so they could reach their offices in Ottawa, a number of the passengers suddenly remembered that the C.P.R. train from Waltham passed through Deschenes at 9.30 o'clock. About a dozen got off the street car and rushed to the Deschenes crossing. Arms and umbrellas were waved frantically as the train approached, and the engineer realizing the predicament of the Ottawa-bound workers, pulled his train to a stop. The party got aboard and as the train was leaving, waved farewell to the remaining stranded men and women.

26/12/1939 Ottawa Journal

Ottawa Electric

Dalhousie

Alfred Plante, 60, of 226 Clarence street was fatally injured when he was; reported to have walked into the path of a street car on Dalhousie street just north of Clarence street on Saturday at 11.15 p.m..

26/12/1939 Ottawa Citizen

Winchester

Chambers Street

Driver Unhurt As Train Hits Auto

SMITHS FALLS, Dec. 25. Lloyd Hewitt, 20-year-old Smiths Falls man, narrowly escaped death or serious injury in an accident at the C.P.R. railway crossing on Chambers street when a northbound train crashed into the automobile he was driving. Mr. Hewitt saw the train approaching. He applied the brakes but the car skidded and the locomotive caught the left front end, turning the car around and carrying it 35 feet before it wedged between the coal tender and a wire fence along the right of way. The car, property of W. McGillills. was badly damaged but the driver escaped with a shaking up.

26/12/1939 Ottawa Journal

Maniwaki

J. B. Joannis, 75, of S Florent street. Hull, was instantly killed when struck by a train while he walked along the .CPR right-of-way near the Canada Cement Company's plant on the outskirts of Hull near the Chelsea road at 11.15 a.m.. Christmas Day.

29/12/1939 Kingston Whig Standard

Kingston (CP)

Kingston

CPR Freight Office Guttled In Second Christmas Week Blaze in City; Damage \$5,000

Fire Believed to Have Started When Coals Escaped from Box Stove on Ground Floor; Adjoining Freight Sheds Are Undamaged.

Fire believed to have started from coals escaping from a box-stove on the ground floor early this morning completely gutted the office of the Canadian Pacific Railway freight sheds at the foot of Market Street. Fire did not spread to the freight sheds, jutting out from the office building.

Freight officials estimated that damage would be \$5,000. Office records and furniture were completely water-soaked and in some instances charred by flame. Every window in the office building was broken to allow dense smoke to escape.

Firemen were on the scene of the fire at 6.30 a.m. and, using four lines of hose, had it under control less than an hour later. Stubborn jets of flames forced the firefighters to use hose as late as 8.30 a.m.

Members of the fire department had to break down doors at the front and rear of the building to get at the seething mass of flame which was about 15 feet back from the main entrance. Flames burned a hole around the base of the box stove, spread to the walls, partitions and ceiling and by 6.45 a.m. flames were shooting out second-storey windows. Since the building is of wooden construction the fire was difficult to control. Firemen stated that if there had been a stiff wind from the west the freight sheds and merchandise would have been seriously threatened.