

Local Railway Items from Area Papers - 1947

11/01/1947 *Ottawa Citizen*

Kingston (CN)

Brockville

Brockville Jan. 10. Eight persons were injured, one seriously, when a broken wheel derailed three coaches of the Canadian National Railways Toronto-Montreal passenger train as it approached the station just west of here this afternoon.

Commercial traveller M. Hornstein of Montreal, most seriously injured, was detained in hospital but the seven others continued their trip after receiving first aid. They were: Arthur Freeman, Murray Goldstein, E.M. Evans, H. Milner and William Ledger, all of Montreal; E.R. Price of Galt, Ont., and E. Dalglish of Kingston, Ont.

One of the three derailed coaches toppled over on its side but the other two remained upright. Some 75 passengers were distributed among the three cars.

"I don't know how any of us escaped," said Hornstein later in hospital. "I took three somersaults in the air and landed against the window. The train was delayed in Brockville only 40 minutes, but wrecking crews from Montreal would not have the main line cleared before late tonight. Section gangs, laboring to replace twisted rails and shattered ties at the scene of the derailment, were still working at 10.30 tonight and the line was still closed to traffic,

The accident occurred only 50 feet east of the 30 foot embankment leading to the western limit of the railway yards. Two telegraph poles were sheared off by the overturned coach, but the telegraphic communication was not interrupted. The injured were given first aid treatment at Union station by Dr. E.J.F. Williams, of Brockville.

After two coaches were added to the train, it continued on to Montreal.

With the exception of Mr. Hornstein, the injured passengers received only cuts and bruises.

11/01/1947 *Ottawa Journal*

Kingston (CN)

Brockville

Eight Train Passengers Hurt In Derailment Near Brockville

BROCKVILLE, Jan, 10 (Special) Eight persons were injured and nearly 70 more passengers badly shaken up, when the three rear cars of the Canadian National Railways Toronto-Montreal Flyer, were derailed about two miles west of the Brockville station about 3.30 p.m. today.

One of the derailed cars turned over on its side and skidded 50 feet through 10-foot snow banks, knocking off telegraph poles along the right-of-way. The east-bound track on the main line was expected to be cleared for through traffic before midnight.

One man, Max Hornstein, 219 St. Joseph Blvd., Montreal commercial traveller, was taken to the hospital here for treatment of back and chest injuries. He also suffered, from shock. Others who were injured, but none seriously, were: Arthur Freeman, Murray Goldstein, E. M. Evans, H. Vilner, William Ledger, of Montreal E. R. Price, of Galt, and D. Dalglish, of Kingston, The latter received a severe cut under his chin.

Passengers Moved.

The 75-80 passengers in the derailed coach were transferred to the remainder of the through train, No. 14, and taken to Brockville station from the scene of the accident which occurred at the western limits of Manitoba yards. Those injured received first aid -treatment at the Brockville station and Mr. Hornstein was conveyed to hospital by Dr. E. J. F. Williams.

Two extra coaches were attached to the train and it left Brockville Station about an hour and 20 minutes behind schedule.

Snow was piled high on either side of the right-of-way where the accident occurred. A broken wheel in the third from the rear car was believed to have caused the accident. The car with the broken wheel rolled over on its side and skidded into the ditch alongside the main line. The deep snow was credited with preventing it from rolling over again. It came to rest at right angles to the track. The other two derailed cars remained upright.

Mr. Hornstein said he thought it was a miracle that someone was not seriously injured.

"I don't know how we escaped," he said. "I was thrown into the air and took two complete somersaults before smashing into the railing of the smoker", he added.

"I heard the peculiar clicking noise of the wheel as four friends and myself were playing cards in the smoker. I told them I didn't like the sound the wheel was making when it happened. We were thrown into the air while the lights went out. Glass was breaking all around us. I landed against the opposite side of the smoker. Others were under me.

Able to Crawl Out.

"We were able to crawl out the door. From the sounds in the car I felt sure several would be seriously seriously hurt", he said.

Brockville work crews were busy preparing for the clearing operations. The crane from Montreal was expected here some time tonight to right the overturned car.

The cars were derailed about 15 feet past an old trestle. Railwaymen considered it a miraculous escape from near disaster. Had the accident occurred a short distance west it, would have faced a 20-foot embankment and the danger of a higher speed. It was estimated that the train was travelling between 40 and 50 miles an hour when the accident took place. Mr. Hornstein was taken to St. Vincent de Paul Hospital where X-ray examination revealed he did not suffer broken bones.

J. L. Pullen, of Ottawa, conductor of the Ottawa train connecting with the flyer at Brockville, told The Journal he knew of no Ottawa-bound passengers injured in the accident.

The train made up part of the one hour and 20 minutes lost through the derailment, and reached Union Station at 6.14 p.m., 44 minutes late.

The Toronto train due at Union Station at 10.20 p.m., was delayed one hour while workmen cleared the right-of-way at Brockville.

Four Ottawa Men Hurt in Crash of Trains

\$10,000 Damage as Historic Structure Swept by Flames Which Are Visible Miles Away

PEMBROKE, Jan. 12 (Special)

Four Ottawa railwaymen were injured here tonight when an east-bound CNR freight train plowed into the rear of a standing freight on the main line about half mile west of Pembroke Junction at 6.15 o'clock.

Admitted to Pembroke General Hospital were: Philip Button, engineer, of 9 Graham street, who was "moderately badly burned, with extensive steam burns to practically his entire left side, and suffering from shock." Doctors state his condition "can be serious."

E. L. McElroy, fireman. 513 Lyon street, who suffered steam burns to his face, left shoulder and arm. His condition is not serious.

Joseph A. St. Onge. 29-year-old brakeman. of 385 St. Patrick street, who sustained bruises and slight steam burns. His condition is not serious.

Severely shaken up but not admitted to hospital was P. A. Potter, conductor, of 560 MacLaren street, who was riding in the caboose of the train. He is the father of Constable Don Potter of the Ottawa police force.

Two Cars Burn

As a result of the crash, which occurred when CNR train 401 to Ottawa rammed the rear end of an "extra" freight halted near the junction, one engine was thrown from the tracks and hurled down an embankment, its coal-tender derailed and overturned on the tracks, one caboose split in two and set afire, as was a lumber-loaded boxcar, and another car derailed.

The casualty list was shortened due to the fact that the crew of the standing train had left the caboose to walk forward to the engine checking for hot-boxes as they went, when the accident took place.

Members of the Pembroke fire department, who were called out when the caboose and the lumber loaded box car broke out in flames were unable to aid in extinguishing the fire. Snow-blocked roads along the CNR tracks leading to the scene prevented the firemen from reaching the scene.

Conductor Potter and Brakeman St. Onge. occupants of the caboose on the Ottawa bound train which struck the standing freight cars, were only slightly injured.

Mr. Potter was found by fellow trainmen as he was walking along the tracks in a dazed condition, a few minutes after the impact.

Trains Rerouted

Because of the location of the accident - about one mile and a half from Pembroke - regular train schedules were only slightly affected. Trains proceeding past Pembroke were able to continue on their runs by proceeding along the line through Golden Lake.

Shortly after the accident occurred a wrecking train with an Ottawa crew was rushed to the scene to clear away the twisted and burning remnants of the freight car, the engine and the caboose.

William H. Roach, superintendent of the CNR in Ottawa, left for Pembroke by automobile shortly before 8 o'clock last night and arrived at the scene in less than three hours to begin an investigation. He declined to make any statement to the press until a full investigation has been completed.

Conductor Potter, who was expected to arrive home at midnight Sunday, telephoned his wife and informed her of the mishap. He did not specify what injuries he had received in the mishap but said that he was feeling "fair."

On hearing of the wreck, W. J. Hotrum, district superintendent of the CNR who was in Montreal returned to the Capital late in the evening and was expected to leave for Pembroke early this morning to view the wreck.

23/01/1947 *Ottawa Citizen**Ottawa Electric*

Tram Trucks Expected Soon

Windshield Wipers For All Street Cars

The Ottawa Electric Railway's \$2,000,000 revamping of its street car system will start at the end of this month with the arrival of a number of new high-speed trucks, it was learned this morning.

Replacement of the present trucks with the new high-speed ones will begin immediately on arrival.

Another immediate innovation will be in installation of wind shield wipers on all street cars. At present only two street cars have been equipped with wipers, and they have been so successful, all street cars will be equipped within three months.

Experiments are being made on street car No. 810 with a pull-cord signal stop as used on OER buses This is with the view of replacing the old type push button bell system.

The pull-cord signal bell system is the same used on the new streamlined PCC cars operating in Montreal and Toronto.

No new buses are expected to be purchased by the company this year, as it was indicated that the OER will concentrate on bringing its present street car service up to the newest possible standards.

The company program calls for new street cars to be built by the Ottawa Car and Aircraft Company, conversion of the 900 and 800 classes to a more modern vehicle, elimination of the old wooden Toronto Transportation Company cars, and gradual elimination of the oldest steel cars of the 600 class.

29/01/1947 *Ottawa Citizen**Hull Electric*

Milloy Damage Action Dismissed With Costs

An action for damages arising out of the death of Emmett C. Milloy, former member of the mechanical staff of The Citizen who was killed by a Hull Electric tram in the tunnel near the Chateau Laurier on February 12, 1946. has been dismissed with costs of the action. The case was heard before Chief Justice of the High Court McRuer and a jury at the assizes here.

Representing the plaintiffs in the action, Lucy M. Milloy and Ronald William (infant), were Gauvreau, Burrows and Devine. The defendants, the Hull Electric Railway Company and the Canadian Pacific Railway, were represented by Gowling, MacTavish, Watt, Henderson and Osborne, and by Ewart, Scott, Kelley, Scott, and Howard.

06/02/1947 *Ottawa Citizen**Hull Electric*

Ask Extension Of Tram Service On Aylmer Line

The Board of Transport Commissioners will be requested to refuse the Hull Electric Railway permission to cease operation of its cars on the Aylmer line until Aylmer, Deschenes and South Hull have a satisfactory bus service, as the result of a meeting of representatives of the three municipalities held in the Aylmer town hall last night.

The meeting was called to discuss plans submitted by the three municipalities which will be given to the Gatineau Bus Company. Through these plans, it is hoped that an adequate bus service may be obtained for the three districts.

The Hull Electric Railway is scheduled to stop its operations on March 31 unless the request for continuation of service is granted.

To Meet Company

Aldermen J. MacLean and O. Guertin, Aylmer, Mayor Fred Farris and secretary Ellwood Edy of South Hull and Mayor J. E. Cote and Councillor M. Gagnon of Deschenes will meet officials of the bus company on Feb. 19. They will discuss the plans submitted to the company for study and report on the progress made to another joint meeting of the municipalities to be held in Aylmer on Feb. 24.

Among the speakers at Wednesday evening's meeting were Aldermen MacLean, Mr. Guertin, M. Perrier, It. Beaudry and S. Gravelle, Aylmer, Mayor Farris, Councillors Arthur Grimes and William Allen and Mr. Edy, South Hull, and Mayor Cote and Councillors Gagnon, V. Houle and J. R. Renaud of Deschenes. J. H. Gordon and C. Chatterton, representing the South Hull Veterans Project. A. W. Quesnel of the Aylmer Citizen's League, and Joseph Ste. Marie, barrister, representing Aylmer, South Hull and the Rivermead Golf Club, were also present.

Broad Street Station Site?

Fill In River For New Terminal Scheme

By Austin F. Cross Evening Citizen Staff Writer

The Province of Quebec is in co-operation with the Capital planning committee of the Federal District Commission, it was learned today, in offering close co ordination between the Quebec side of the Ottawa river, and the Ontario side. Highly placed officials have already visited the Greber office on Queen street. and good relations are continuing.

Broad Street Station

This was learned today, along with the information that responsible engineers are turning once more to the project of reviving the old Broad street station idea, and building a big new terminal there.

All of these projects are in the hands of J. R. W. Ambrose, consulting engineer of Toronto, who made the reputation for himself as the man who satisfied both the Canadian National and Canadian Pacific railways and who devised the joint Toronto terminal scheme.

It had been suggested that Quebec. was left out in the cold, m the new capital planning schemes This has proved not to be the case and Quebec officials have visited here, to see how they could help in co-ordinating schemes on the Quebec side, to offer maximum co operation to the Federal planning authorities.

This co-operation is reported to he of great assistance to the Federal planning personnel.

Railway Re-alignment

The re-alignment of railways is being studied by Mr. Ambrose, who has been retained by the sub-committee on railway revision, of the National Capital Planning committee. Local employes in the government and in the Federal District Commission are co-operating with Mr. Ambrose, in the matter of all railway tracks in the area.

The special railway revision committee is headed by E. Cousins, Toronto: with J. P Carriere, city engineer of Hull and Controller Grenville Goodwin, of Ottawa as the other members.

The reasons that Broad street a new location is favored are many. First of all. the CPR facilities are there, including freight yards and roundhouse. Secondly, the Canadian National has trackage there.

The next point to consider is that the rails running south out of Broad street terminus, across Gladstone and Carling avenue, cross the city where Ottawa is thinnest. In other words. Ottawa at tnat point has very little north and south population.

Engineers are confident that they can fill up the shallow backwaters of the Ottawa, which are described as "useless". Much of the river at this point has already been filled up. and a city dumn occupies a spot where once it was possible to row a boat. The rest of the dead water space could be filled in, to make a modem terminal.

Broad street also is closer to the center of population than the present terminal. Moreover, a new station out at Hurdman's bridge, as mooted, would be on the perimeter of the population, rather than in the center of it.

Trackage west out of Ottawa both for the CPR and CNR would be no problem whatever, the experts state.

Plans are however, still in a fluid state, and until this special railway revision committee reports, no final decision would be taken.

Jacques Greber, special town planner of Paris and Ottawa, is expected back here about March 15. How long he would be able to stay was not determined, but it is believed he might remain till some time in May. unless called back to Paris unexpectedly.

10/03/1947 *Ottawa Journal**Ottawa Electric*

Tram-Bus Causes Derailment \$500 Damage

Several persons narrowly escaped serious injury and damage of about \$500 waa caused when an OER bu collided almost head-on with a tram on Confederation Square, just east of the War Memorial, at seven o'clock Saturday night.

Girouard Ladouceur, of 386 Albert Albert street, driver of the bus, told Sgt. Reginald Raby he was proceedings east across the Plaza and was about to make a left turn onto the one-way road just east of the War Memorial when the crash occurred.

The tram was travelling west in charge of Ludger Parent, of 144 Fisher avenue. The front of the bus collided with left front side of the tram. The whole front end of the bus was crushed and part of the interior damaged. The vehicle finally wound up against the east curb. The trim was damaged less severely but the front trucks were derailed.

Several passengers were on the tram at the time. One of them, Joseph Girouard, 63. of 530 Rochester street, was thrown to the floor by the impact and suffered a bruised left shoulder.

The bus driver told police he had stopped his vehicle preparatory to making the turn and had then proceeded on signal from the operator of an east-bound tram. He said he had not seen the west-bound tram.

11/03/1947 *Ottawa Citizen**Prescott**Ottawa West*

One-Way Traffic On Wellington St. Bridge

Driving is limited to one-way traffic on the Wellington street viaduct, the result of an accident which damaged one of the steel girders Works Commissioner Frank Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions of the CPR, is undertaking the repair of the girder.

11/03/1947 *Ottawa Citizen**Prescott**Chaudiere*

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Board Declines To Extend Aylmer Tramway Service

Hull Electric trams will cease operations on the Aylmer-Hull route after March 31, it was learned last night at a meeting of representatives of the municipalities of Aylmer, South Hull and Deschenes.

Aylmer had previously requested the Board of Transport Commissioners to extend operation of the trams until Sept. 30. After consideration, the board declined to consent to the petition.

A resolution passed by Aylmer town council last week was endorsed by representatives of the municipalities.

The resolution stated: "that the three joint councils request the Quebec Transport and Communication Board to hold a hearing in the city of Hull as soon as possible to render a decision on the proposals of the three municipalities with the Gatineau Bus Company, Limited, for an adequate bus service between Aylmer and Ottawa." The resolution further asked that should the proposal be upheld by the board and be not in favor of the bus company, that the latter's permit be cancelled.

Legal Firm Engaged

Members of Aylmer council announced that the legal firm of St. Marie and St. Marie of Hull has been engaged to prepare a brief, for Aylmer and South Hull municipalities and to represent them at the hearing at a sum not exceeding \$300. Representatives of the villages of Deschenes, unaware of the legal action which was planned by the two other municipalities, decided to let Aylmer authorities know later in the week if they desired to have the same firm represent them at the hearing.

Present at last night's meeting were Mayor Pilgrim, and Councillors J. McLean, J. Roney, L. Guertin, Martin, Perrier, and R. Beaudry, representing Aylmer; Mayor Cote and Councillors V. Houle and J. Renaud for Deschenes; and Councillor Elliott Lusk and secretary treasurer Ellwood Edey, from South Hull.

Derailement Halts Britannia Line Traffic

Tram traffic on the OER Britannia line was tied up from 9.15 to 11.20 p.m., last night when the rear wheels of an eastbound car went off the rails near Churchill avenue.

Several passengers in the tram were shaken up, but no one was hurt

OER officials said it required considerable time to replace the wheels on the rails owing to a free drop of several inches to the ground. In the city, the drop would be prevented by pavement around the rails.

Buses were put on the line until the tram was restored to the rails.

Hull Electric Tram Makes Wind-Up Run**Company Concludes 50 Years' Service.**

Hull Electric street cars which have been in operation in the Transpontine City as well as between adjacent points, for almost half a century have now disappeared from the streets.

The last street car left the Hull terminus on Aylmer road, opposite the E. B. Eddy Company mill at 12:15 o'clock this morning. Motorman Albert Kidder was in charge of the last car from Aylmer to Hull. On the car was also Andrew Foley, who has been inspector for the company for many years.

Besides Mr. Kidder, the operator who was completing 35 years of service with the Hull Electric, passengers making the final trip included Tom Ritchie, town clerk of Aylmer, Mrs. Alfred Meach and Joseph Rock, also of Aylmer, Lucien Renaud of Val Tetreau, and C. Godin of Hull.

One Of First Passengers

Mr. Rock, who is 72 years of age, told The Citizen that he especially wanted to make the last trip, inasmuch as he had been one of its first passengers when the company made its debut with only three trams at the end of the last century.

Mr Rock is also a former employe of the Hull Electric Railway.

The last tram was watched with mixed emotions by a number of Hull residents and Eddy paper mill employes, as it began its final run at 12:15 a.m.

At 12:55, in charge of Mr. Kidder, it turned into the Deschenes barn.

Under the supervision of Bruno Prud'homme, company foreman, No. 38 was housed in the barn, where there are 21 other street cars in perfect running order, the disposal of which has yet to be determined.

Residents of Aylmer, The Gardens, Deschenes and other places along the Aylmer car line will now have to use the buses operated by the Gatineau Bus Company. It was on Dec. 6 last that street cars ceased to operate on Hull streets and the Hull Electric was permitted to operate its Hull-Aylmer line as far as the entrance of the city, near Main street.

Caboose, Refrigerator Car Scene Of Blaze

An old caboose belonging to the Canadian National Railway was completely burned, and an unused refrigerator car partially destroyed by fire yesterday afternoon.

The two cars were on a siding immediately behind the Imperial Oil plant on Catherine street, near Percy. The blaze, which is believed to have started in a small cupboard in the caboose where oil lamps were stored, was confined by firemen to the two cars.

Modernized Trams Now Operating On Hull Circuit

Three Ottawa Electric Railway streetcars are now in service on the Hull-St. Patrick run after being refitted with the new type high-speed trucks, a fourth, which has also been refitted with the new speed truck, is presently in the paint shop and will soon be on a regular schedule on the Hull line.

The new trucks are of a higher speed and quieter than the old, as the result of having a different type herringbone gear and pinion.

All the 22 cars of the 900 class of the OER are to be refitted with the new type truck.

Work is continuing in the reseating and reflooring of all the company's streetcars. The new style seats have been installed in about one-half of the OER streetcars, and the remainder are expected to be reseated by the end of the summer.

A recent innovation on OER streetcars, the installation of windshield wipers, which has proven successful is to be extended to all streetcars. Already about two-thirds of the entire number have been fitted with wipers.

At present the company is experimenting with pull cords for passengers to signal the streetcars to stop. This is expected to replace the old type push-button system.

Parmalee bank swindler.

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Parmalee's dream of retiring to a "little home" in the Maritimes to a life of secluded ease with the \$17,400 was nipped by Ottawa police who arrested him while he waited in the railway station at Vars, 35 miles south east of here, while waiting for the Montreal-bound train yesterday afternoon. Police were led ther by Lionel Trotter, an Ottawa taxi driver who recalled taking the "Parson" there.

30/05/1947 Ottawa Citizen Renfrew

Blaze In. Boxcar On Catherine St. Riding

Fire believed started by children damaged the inside of a CNR box car. emptied three hours previously of furniture, as it stood behind the Brewers Warehouse on Catherine street last night.

A pedestrian called firemen after a youngster told him three children had set fire to the interior of the box car and had run away. The furniture, packed in straw in the car, had been removed at 4 o'clock and stored in the Marshall warehouse building.

Firemen under Deputy Chief Harvey Chatterton quelled the flames only after the roof of the car had been destroyed along with the interior woodwork. The storage building, only a few feet from the burning car, was untouched by flames.

03/06/1947 Ottawa Citizen Renfrew Island Park Drive

As on the occasion when President Franklin D. Roosevelt visited Ottawa in August, 1943. the Ottawa public is to be given ample opportunity to see and greet President Truman, Mrs. Truman and daughter, Miss Margaret Truman. These occasions embrace the ceremonial nine -mile drive through the city on arrival Tuesday afternoon at 3.30 at Island Park Driveway railway siding via the Driveway and Sussex street to Government House where they will be guests while here.

04/06/1947 Ottawa Journal Ottawa Terminal

Plans of Railways.

Railway companies today estimated that some 45,000 people would be coming to the Congress by train alone. Operating staffs of Canadian Pacific and Canadian National are .adjusting and revising schedules and bringing additional rolling-stock to the district from every part of Canada.

To date the Canadian Pacific has arranged for putting into service at least 30 special trains on lines converging on Ottawa and still more may be made up subject to later attendance reports.

Yards near the site of: the old Broad street station are being cleared of freight traffic and will be used by the CPR for passenger coaches. Visitors to the Congress from certain areas will be taken directly to the Broad street yard to avoid congestion at Union Station, and special arrangements are being made by the Ottawa Electric Railway Company for their transportation to Lansdowne Park and central parts of the city.

05/06/1947 Montreal Gazette Ottawa Terminal

C.N.R. Prepares Trains For Marian Congress

The greatest mass movement of people by the Canadian National Railways in many years, the handling of tens of thousands of persons to Ottawa for the Marian Congress, will begin on June 10. O. A. Trudeau, assistant passenger traffic manager, said here yesterday.

Transportation arrangements made by the C.N.R. include operation of 42 special trains to accommodate 30,000 persons from the Maritime Provinces, Quebec and the eastern section of Ontario. Other specials and extra sections of regular trains will carry thousands of visitors from other parts of the country.

More than 200,000 are reported to be going to the Canadian capital city to attend the congress, and because of the shortage of hotel accommodation, the Canadian National Railways will set up hundreds of sleeping and dining cars on its sidings in Ottawa as a "rolling hotel" to house its travellers.

In preparation for the tremendous traffic, more than 1,000 coaches sleeping and dining cars will be manned and ready to be pressed into service at various strategic points on the system.

The C.N.R. Central Station will handle 8,000 persons on eight special trains, according to arrangements completed up to yesterday. in addition, many of the local intercity Montreal.Ottawa trains are expected to be operated in extra sections.

05/06/1947 Ottawa Journal Ottawa Terminal

1,000 Railway Cars Will Be Used For Congress Visitors

MONTREAL, June 5: The Canadian National Railways will set up hundreds of sleeping . dining cars on its sidings in Ottawa to accommodate some of the many thousands of delegates who will attend the national Marian Congress June 18-22. O. A.Trudeau, assistant passenger traffic manager, said today.

It is expected that more than 200,000 delegates will travel to Ottawa and more than 1,000 coaches, sleeping and dining cars will be used to accommodate them.

14/06/1947 Ottawa Citizen Ottawa Terminal Marian Congress

Arrangements for the Marian Congress

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Of 50 trainloads of 1,000 persons expected during the four days. 23 will arrive on June 22nd within the space of five hours. City officials will run a belt tram line from a special railway station to Lansdowne Park. This will be the "Day of Consecration." with parades, special sermons and a program of religious music featuring solos by the Dionne quintuplets.

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18/06/1947 Ottawa Journal Ottawa Electric

For the Marian Congress, the Ottawa Electric Railway is running its trams all night.

Special Trains Bring Thousands to City

5,900 In Morning

Pilgrims Jam Union Station

The greatest influx of visitors in Ottawa's history was in full swing at the Union Station today, where only this morning, 5,900 Marian Congress pilgrims were brought to the Capital in seven special CN and CPR trains.

Beginning at eight o'clock this morning the specials began rolling into the station, disgorging hundreds of lay and clerical visitors. Boy scouts, girl guides, and representatives of Catholic parish or ganizations.

Young And Old

Young and old. - the pilgrims came, clutching suitcases, handbags or lunch boxes, and wearing Marian Congress emblems or waving flags. They moved In solid throngs through the outer concourse and jammed the station proper to capacity. Directions were shouted, maps were scanned and the crowds moved into the city via taxis, street-cars and buses.

As one train-load moved out of the station, railway officials braced themselves for the next arrival. Between times this morning a half-dozen bright new garbage cans were added to the station's interior, for tons of refuse dropped.

A pilgrimage organized by Le Cercle Lacordaire of Quebec city was the first to check in, arriving at 8.10. President Noel Berube led his 400 compatriots into the station

One hour later, a special 16-car Canadian National train brought 1,480 additional visitors to the Capital. These too, were from Quebec city and were oreanized by La Garde Champlain.

At 11.20 practically the whole town of Maniwaki headed by Father Castonguay parish priest, came marching into the Union station. The Maniwaki people were transported to the Capital by an eight-car CPR special.

Next in turn came a party of Catholic boy scouts from Montreal, carried in a 13-car special. Another 13-car CP special carrying boy scouts rolled in at 11.55. These lads were. from Place Viger.

Arriving at one o'clock was a party from Joliette diocese. They had occupied nine railway cars. Scheduled for 3.45 this afternoon was another group from Grandmere. Que.

In between specials, activity at the station was heightened by the arrival of regular trains. Today's schedule calls for 12 regular CN and 19 regular CPR trains.

Peak On Sunday

Railway officials say the peak traffic will not come until Sunday. Even the old Broad street station will be pressed into service on Sunday (22/6) by CPR. with 17 special trains coming In. Fifteen thousand are expected by CPR on this day.

Meantime CN trains keep thundering into Union station, bearing thousands of pilgrims. At least 20 special trains will arrive at the station between midnight tonight and early tomorrow morning.

For a time this morning the station looked like the center of a boy scout jamboree. Approximately 1,000 of the lads, largely from Montreal, came in on two specials. They sang and waved and then marched in formation into the inner concourse. Greeting the boys were Paul McNicoll. Ottawa diocesan scout commissioner and J. L. Houle. Montreal scout commissioner.

Hundreds Of Students

Hundreds of students poured into the station, usually in charge of priests or nuns. For some time the Chateau Laurier was taxed to capacity when a great crowd of young students swarmed through the station tunnel and swarmed all over the hotel lobby.

Most color ful arrivals were two members of the Papal Zouaves Guard. They were dressed in the traditional grey uniform, trimmed with red pantaloons, white spats and kepis. The main body of Zouaves arrives Sunday.

Station officials were coping with the unprecedented crowds in magnificent fashion. There were no accidents and the traffic generally flowed smoothly.

With most of the pilgrims being from Quebec, the predominant language in use at the station was French. Roles were reversed when even the "mangled" French of reporters was called into play in the giving of directions.

Each succeeding crowd seemed vested with a happy, festive air. They were coming to attend a solemn religious event, but they had not need of solemn faces.

The visitors chatted gaily with one another and occasionally breke into song.

Local citizens present in the station, stared with mouths agape at the great crowds. They had seen nothing like it in Ottawa's long history. Said one Ottawan: "I heard talk about 200,000 coming to Ottawa and now I can well believe it."

Concensus of transportation men in Ottawa was that from here in. "the rush is on."

21/06/1947 *Ottawa Journal**Ottawa Terminal*

Asked to Defer Sunday Departure

In view of the exceptionally heavy volume of railway traffic developing in Ottawa for home- ward bound movements from the Marian Congress on Sunday, night, railway officials recommend that all passengers who conveniently can, delay their departure until Monday or Tuesday would be well advised to do so. .

21/06/1947 *Ottawa Citizen**Ottawa Terminal**Marian Congress*

Visitors Advised To Delay Leaving

In view of the exceptionally heavy volume of railway traffic developing in Ottawa for homeward-bound movements from the Marian Congress on Sunday night, railway officials recommend that all passengers who conveniently can delay their departure until Monday or Tuesday would be well advised to do so.

21/06/1947 *Ottawa Citizen**Ottawa Terminal**Marian Congress*

83 Trains Bringing 75,000 Here Sunday

To see congress finale

Huge crowds arrive today

Union station was "bulging at the seams" this morning as ten special trains brought more pilgrims to the Marian Congress. By this evening the special and regular CPR and CNR trains will have landed nearly 35,000 visitors.

However, tomorrow is expected to be a much larger rush when some 75,000 pilgrims are expected on 83 special and regular trains.

21/06/1947 *Ottawa Citizen**Alexandria**Alexandria*

Train kills district man.

Drives into the Path of Congress Special

Alexandria June 21. Charles Massia, Alexandria district farmer was instantly killed about 11 o'clock here this morning when the car in which he was driving was struck by an Ottawa-bound special CN train.

The train, carrying pilgrims to the Marian Congress, dragged the automobile for three-quarters of a mile before coming to a halt. There were no other occupants in the car.

The fatality occurred at the Alexandria crossing which is protected by a warning bell and wig-wag system. The warning apparatus was in operation this morning.

Trains Stream out of Capital

More than 80,000 Marian Congress pilgrims left Ottawa during Sunday and the early hours today, carried to homes in all parts of Canada, - though mainly to Quebec points on 80 long, packed-to-the-doors trains.

Railway officials said the Congress rail, passenger movement was the largest in the history of the Capital.

Passing of the procession of the Blessed Sacrament final, event of the week's religious activities, was the signal for an all-time record in Ottawa crowds to descend upon the Union Station in a single mass movement. In their thousands, the visitors jammed into the "Rideau street bottle-neck", while special squads of railway, RCMP and city police prepared to get them to the trains in the fastest possible time.

Careful Planning.

The results of careful planning of outgoing traffic paid big dividends. Eighteen CNR and 11 CPR special Congress trains, as well as the regular 22 outgoing Sunday night trains, were filled speedily and virtually without incident. Regular trains ran in two and three sections. Many of the CNR trains stood on sidings behind the Besserer street, post office and the station power plant. Constables at the station's main entrance asked those seeking admission where they were going, and diverted all whose trains were not leaving from lines within the station itself.

As a result, though the station was jammed to normal holiday proportions with, outgoing visitors, the crowding in the building was not nearly as serious as had been anticipated. The fact that five CNR trains took on passengers in Ottawa East where a platform had been built and 18 CPR trains carried approximately 18,000 passengers away from the Broad street yards also eased the outward movement of the Capital's overflow population. Some trains also took on passengers at the Isabella street and Island Park Drive sidings.

In the grey morning light early Sunday, the first of 18 CPR special trains reached the Broad street yards from Mont Laurier, Que. The passengers marched to Albert street where they were whisked away to Lansdowne Park on street cars that were awaiting them.

Other trains came in from Grandmere, Newport, Lachute, Lorette, Cap de la Madeleine, Maniwakl, Renfrew, Chalk River and other points.

At the same time, trains were arriving by both CNR and CPR at the Union Station from Quebec and Ontario points and adding their thousands of passengers to the swelling population. Between 4 a.m. and 10.30 a.m., 19 trains arrived.

Long before daybreak Rideau street and Connaught Place were teeming with visitors.

Spend Night at Station.

The crowds pouring into the Union Station soon found that Ottawa already was practically "bursting at the seams". An estimated 1,000 visitors already in the city spent the night in the station, sleeping on benches, snoozing in every nook and cranny that would afford a seat for a weary body.

Marian Congress officials looking after accommodation for pilgrims said that in many cases, the persons spending the night "the hard way" had made no attempt to get rooms and apparently had come to Ottawa with the full intention of spending their nights in the station, or on the nearest available park bench.

First-aid posts maintained by the St John Ambulance Brigade were kept busy in the station throughout the day and handled nearly 130 cases, nearly all were exhaustion, brought on by too much excitement and lack of proper food. Cases of cut hands, caused by broken soft drink bottles, and blistered heels were numerous.

An ambulance in charge of Superintendent F. J. Spindler was at Broad street yards to assist in handling infirm or ill passengers.

At the Broad street yards, trains occupied by organizations remained there throughout the day, serving as headquarters for the visitors. City "flusher" trucks were used to provide a water supply for the coaches.

At the Union Station, 30 CPR constables and three sergeants were under Inspector, George Mahoney of the Investigation Department. Inspector W. E. Graham, two sergeants and 14 constables, as well as 12 RCMP constables, joined them. In handling the tremendous flow of traffic.

It was remarked by rail officials that the great majority of pilgrims to the congress were women.

The station at 11 p.m. presented a picture of fatigued men, women and children, wearily tramping through the concourse to trains, almost dragging the handbags and lunch baskets they had been lugging wearily, in; some cases, for days. Many slept awkwardly on waiting room benches, or sat sleeping on suitcases.

In the upper section, just inside the main entrance, a group of Papal Zouaves applauded while one member walked on his hands the length of the corridor, smoking a cigar.

"It's an old Zouave custom", remarked another, when asked what the performance represented.

Mass Exodus as Congress End

Probably the greatest mass exodus of people from a city since the evacuation of Paris before the German onslaught in 1940 transformed the Ottawa Union Station last night into what might be termed a replica of the "Black Hole of Calcutta."

The station's concourse and platform were "packed to the rafters" with thousands of Marian Congress visitors returning to their homes in all parts of Canada. Thousands more waited patiently with their suitcases outside the station, while jam-packed street cars steadily augmented the milling crowds.

With the temperature soaring in Ottawa's first real heat wave, the Congress visitors wedged into the station, almost shoulder to shoulder. Police, railway authorities and members of the St. John Ambulance Brigade averted what might have been a complete shambles in the station by efficient direction of the growing multitude, and quick action in hundreds of calls for first aid.

Two first aid stations manned by St. John Ambulance Brigade nurses under the direction of Ernest Villeneuve. Mrs. Irene Arpin and Mrs. M. Hanson, wrestled with hundreds of cases of fainting, blisters and heat exhaustion. The efficient work of the Brigade, which soon used up all available first aid supplies under pressure of incessant demand, treatly alleviated the distress of victims of heat and excitement.

The crowds were regulated by some 30 city constables, RCMP constables and CPR police who breasted the incessant tide of travellers keeping order and regulating the number of people who could safely be allowed into the station at one time. Only those whose trains were due to leave the station within the next half-hour were allowed to enter. Others had to content themselves with tired vigil outside until their trains were ready.

A steady departure of special trains began early in the evening from Broad Street station and the freight yard as well as Union Station. Towards midnight, the trains were packed to the doors with passengers as those who had lingered near the repository at Lansdowne Park to watch the fireworks display hurried to the stations.

After midnight, trains left the stations only minutes apart as hurried train crews wiped away perspiration.

Police reported that many of the people who had bean out in the dazzling sun all day attending the final phase of the great Marian Congress showed the effects of the heat by docilely following directions. This aided authorities in their efforts to keep control of the mighty crowd, and there was a conspicuous lack of confusion on all fronts.

Zouaves Give Display

Groups of Pontifical Zouaves, attired in their heavy woollen uniforms, made a colorful but uncomfortable-looking picture in the great crowd. A party from a Val leyfield company relieved the strain of waiting by putting on a gymnastic exhibition in a tiny clear space in the mob which jammed the upper concourse.

The smooth operation of the trains leaving in quick succession was due mainly to the efficient management of the station staff under the direction of CPR and CNR traffic experts sent from Toronto and Montreal to supervise the movement of this great mass of people. Throughout the peak rail traffic period of the week-end, there has been neither accidents nor confusion.

In addition to police personnel assigned to direct the crowds at the station entrances, many plain-clothes officers circulated continuously through the throng, keeping their eyes open for pickpockets and petty thieves.

Most of the travellers were people who had come from Montreal aboard 83 special trains yesterday for the last day of the Congress. Second largest group waiting in the station was from Pontiac county.

Crippled Pilgrims

A large number of crippled Congress pilgrims who arrived soon after 7 o'clock yesterday morning at Broad street station from Montreal in a special train staffed by 25 members of the St John Ambulance Brigade were among those who were first to leave for their homes. They were taken under the supervision of Brigade members and nurses to the Broad street siding where they boarded another special section for the return trip. The movement of people in wheel chairs, and the assisting of those with crutches, into the cars, was carried out with great efficiency, and with the minimum of confusion.

After the first crush of the crowd had dissipated as the special trains streamed out of the station, the exodus became a little slower. The Union Station, however, was packed for hours after midnight, and, by five o'clock, nearly 80,000 people had been handled by exhausted officials.

Many more Congress visitors preferred to wait until late today to travel, hoping that the first rush for the trains would be over.

23/06/1947 *Ottawa Journal**Prescott**Broad Street*

CAME BY TRAIN FOR MARIAN CONGRESS Above is seen a small segment of the railway traffic, unprecedented in the. Capital, which was accommodated at the Canadian Pacific's Broad street terminal, where 17 of Sunday morning's trains were diverted to relieve the pressure on Union Station: The CPR brought approximately 45,000 of the 100,000 people coming to Ottawa to attend, the Marian Congress. The use of the Broad street coach yards, because of the magnitude of the traffic movement, created an historical throwback inasmuch as the CPR had not employed this location, which was the site of its original Ottawa depot Broad Street Station as a passenger terminal for 30 years. (CPR Photo. - shows six passenger trains in yard)

24/06/1947 *Ottawa Journal**Ottawa Electric*

OER Traffic Records Broken By Marian Congress Crowds

Chalking up a record that left previous transportation highs far behind, Ottawa Electric Railway street cars and buses carried a grand total of 1,579,298 persons during the week of the Marian Congress, an average of 225,614 a day.

During this time there was not a single serious accident David N. Gill, general manager, told The Journal.

Saturday Set Record.

High day for the week - and for all time in the history of the OER was Saturday, June 21, with a total of 272,529 persons. Sunday, free of ordinary weekday traffic, saw the greatest volume of Congress-bound passengers with 268,828.

27/06/1947 *Montreal Gazette**Winchester**Smiths Falls*

STATION OPENED AT SMITHS FALLS

Canadian Pacific Railway Inaugurates New Building of Modern Design
(Special to The Gazette)

Smiths Falls, Ont., Opening of the new Canadian Pacific Railway station here today was cited by N. R. Crump, vice-president and general manager of eastern lines for the company, as an example of how the company is constantly improving its services.

The glistening new station was opened officially by Mayor J. A. Wood of Smiths Falls.

"Any industry today," said Mr. Crump, "cannot hope to survive without modernizing its equipment and practises. You have right here an example of what the Canadian Pacific is trying to do in this respect."

He referred to the new station and to a train of the most modern C.P.R. cars, including a coach, diner, sleeping car, parlor car and baggage car, which was inspected by more than 500 citizens of Smiths Falls before formal opening of the building.

Attending the ceremony as representatives of the C.P.R. with Mr. Crump were W. F. Tully, Montreal, general superintendent of the Quebec district, E. C. McKay, Smiths Falls, superintendent of the Smiths Falls Division who acted as chairman, and A. B. Smith, Montreal, general superintendent of the sleeping, dining and parlor car department who superintended the fixing of the new station restaurant.

Armed Thug Robs Thurso Station Agent

Threatening the CPR station agent at Thurso, Que., with "Don't move or I'll drill you", an armed bandit swept \$150 in bills into his pockets and made a getaway in a dark blue sedan at 5.05 p.m., Monday.

In his haste the bandit overlooked \$800 lying in full view on a shelf of an open safe in the station office.

Several persons living near the Thurso station looked on idly as the dark blue sedan raced away. It was only after the station agent Andre Lefebvre, and his assistant ran from the office any importance was attached to the car.

Mr. Lefebvre relieving as agent, told Detective Robert Gilbert Hull Detachment Quebec Provincial Police he and his assisant Rudolphe Pelletier, were working behind the wicket when footsteps were heard approaching. Both men were busy at their desks and their backs were to the wicket.

Mr. Lefebvre wheeled around and saw a revolver thrust through the wicket.

"I want the money", the robber demanded.

Mr. Lefebvre took "about \$150" from the till and thrust it at the man. He reached out and pulled it into the pocket of his coat

"Don't move for a full minute after I leave" he directed, and then made a break for a door.

Mr. Lefebvre and Mr. Pelletier waited until they heard a car pull away from the station and then ran out to give the alarm.

Mr. Lefebvre told police he had seen the bandit walking past the wicket earlier in the day.

Quebec Provincial Police from Hull and Montreal were called in to assist CPR investigators in the case. All police departments have been notified of the robbery.

Assisting Detective Gilbert with the investigation are Constables R. Bastlen, M. Dusseault and Howard Jones.

07/07/1947 *Ottawa Citizen**Alexandria**Ottawa Union*

Mississippi Train Will Have 5-Hour Slop In Ottawa

The "Know Mississippi Better" train carrying about 200 goodwill ambassadors and a special coach containing exhibits of the state of Mississippi will be in Ottawa July 22.

For 19 years this train has toured North America financed by an organization whose object is to tell the world about Mississippi's opportunnittics and resources and at the same time gain information about the accomplishments of others.

General Chairman of the organization is Dennis Murphree, a former governor of the state.

Was Suspended

During the war years the train's tour was suspended but was revived last year and, according to Mr. Murphree, is more popular this year than before. It has visited over 500 cities and towns in the United States, has been 11 times into Canada, five times to Mexico and once to Alaska.

Among the 200 persons aboard the special train will be state officials and leaders in all walks of life from Mississippi. Each member pays his own expenses and

Mr. Murphree has specifically requested that no special reception be accorded them. However, it is understood that Mayor Stanley Lewis and a representative from the American Embassy will meet the train when it arrives at six o'clock in the evening at Union Station. The train will leave again the same night at eleven o'clock.

12/07/1947 *Ottawa Citizen**Prescott*

Prescott Lad, 13 Gordon C. Reid Killed By Train

PRESCOTT, July 11 (Special) Gordon Clifford Reid, 13-year-old son of Mr. and Mrs. Frank Reid, James street, East, Prescott, was instantly killed at 10.50 a.m. today when he was struck by a slow-moving CPR train, north of Prescott junction.

Young Reid, accompanied by his chum, Theodore Travis, 11, was walking along the CNR tracks, carrying Mr. Reid's lunch-pail when he heard a west-bound train approaching along the same tracks. The two boys ran down the embankment, onto the C.P.R. tracks, where another train and three empty coal cars were shunting at about ten miles per hour.

Apparently distracted by the noise of the fast freight train above them, the two youths did not notice the approaching train. Reid walking slowly between the tracks was struck down and his companion, walking along the footpath, narrowly missed the same fate.

Engineer of the C.P.R. train was Clifford Robertson, 19 Gould street, Ottawa, fireman was Edward Egan of Smiths Falls and conductor of the crew was Wilfort Smith of Prescott. The accident was investigated by Provincial constable M. F. Armstrong.

14/07/1947 *Ottawa Citizen**Carleton Place**Burgess Tools*

Automobile Hit By CPR Flyer

Youth Escapes Dealh In Crossing Crash

A miraculous escape from death was experienced at 8.22 o'clock this morning, by Eroyn Monette, 18, of 26 Bourque street, Wrightville, whose automobile was struck and carried a distance of more than 50 feet by the eastbound CPR Transcontinental flyer.

The crash occurred at a private level crossing on Ross street, which leads directly into the Burgess Tools Manufacturing plant.

Witness Crash

Fellow employes of the youth who witnessed the accident, told The Evening Citizen, that Monette had driven his car from the plant yard at about 8.20 a.m. and apparently not realizing the swiftly moving train was due to pass the company property, drove onto the level crossing. The front of the massive locomotive struck the 1933 Plymouth sedan and it was reduced to a twisted pile of wrecked metal and fabric.

Hurtled along the right of way by the force of the impact, overturned once, the wrecked car came to rest, right side up with the dazed and bleeding driver seated behind the steering wheel which pinned him to the rear of the front seat. With considerable difficulty he was removed by fellow employes, including Donald Monette, the youth's brother, through the battered right front door.

Donald Monette, fearful for his brother's condition, immediately telephoned A..E. Veitch and son for an ambulance which conveyed him to the Ottawa Civic hospital. Dr. C. A. Young, under whose care the injured youth was placed, described his condition as "fair" although he was suffering from severe shock. The full extent of his injuries have not as yet been determined.

Whistle was Sounded

Train engineer John Beath of Smith's Falls, told Nepean township Constable Andrew Wilson that the train was eastward bound into Ottawa and from the Parkdale level crossing the whistle was sounded as was the bell and kept going to and past the point of the accident.

Joseph William Larochelle, North Bay, the conductor in charge of the train, and Fireman John Simpson of Brockville, corroborated the engineer's statement.

They expressed surprise that Monette was unable to see and hear the approach of the powerful locomotive.

At the point of the impact a gravel and sand surfaced read crosses the single line track. At the northern side there is a shallow grade with east and west views along the track unhindered by bushes or natural terrain curves. The southern side of the road across the track dips lightly downwards towards Scott street wrh similar unimpeded vision in either direction.

Monette is an employe at the Burgess tool plant.

A leap from the window of an Ottawa-bound train, travelling 60 miles per hour, sent William Joseph Moyan, 52, of 524 Bay street, to Civic hospital in a critical condition, shortly before seven o'clock last night.

While no apparent reason for the incident, which occurred one mile west of Westboro railway station could be given last night, an investigation has been launched by the Nepean police department, under Sgt. William Saunders, as well as by CPR officials.

Mr. Moylan, unmarried and a veteran of two world wars, was believed to have been returning from a trip to Hamilton and was enroute here on the Brockville train, when he hurled himself from an open window of a coach. An unidentified woman passenger sitting opposite him, witnessed the incident, and her screams attracted trainman, Paul Charron, of 1 Irving avenue, who promptly pulled the emergency signal, bringing the train to a halt.

The train backed up to where Mr. Moyan was found lying unconscious on the south side of the right-of-way, opposite the Leafloor lumber yard in Woodroffe. A Veitch and Son ambulance was immediately summoned to convey the injured man to hospital where an emergency operation was performed on his skull by Dr. J.C. Samis.

The Brockville-Ottawa train, in charge of Engineer Clifford Broom, 138 Spruce street, and Conductor G.W. Weir of Carp, was delayed about 15 minutes in arriving at Union Station here.

J.U. Brazeau, assistant superintendent of the Ottawa division CPR, took over the inquiry in conjunction with the Nepean police.

At an early hour this morning, Mr. Moynan was still unconscious as hospital authorities worked to save his life.

Passengers Leave Burning Tram On Britannia Line

Forty passengers hastily abandoned an OER street car on the Britannia line when a small blaze broke out in the rear of the tram shortly before 8.30 o'clock last night.

Nepean firefighters, employing chemical extinguishers, quickly quelled the blaze which was believed to have started in the motor. Traffic was interrupted for about 15 minutes before the immobilized street car was pushed to a side track.

The incident occurred near Golden avenue in Westboro while the car was westbound. As smoke poured up into the rear, the operator brought the tram to a halt, while the passengers made a hasty retreat through the front door. There was no panic and no one was injured.

On arriving at the scene, the Nepean fire department, brought the blaze under control before any serious damage resulted.

After traffic was restored all passengers from the first tram were transferred to another car to resume their journey.

Many Ottawans unhurt in wreck at Kingston

More than 500 Ottawa and district residents and visitors to the Capital narrowly escaped injury in an early Sunday evening train wreck at Kingston in which two CNR employees were scalded to death another one injured and a crowd of would-be passengers and spectators driven to panic when steam from the wrecked locomotive swept over the CNR station.

The dead are:

B.B. Embury of Lindsay Ont., engineer of the 5100-class locomotive which tore 200 feet of double track as it leaped from a wide rail curve at the station, and.

C.E. White, of Belleville, Ont., fireman in the locomotive.

Brockville man hurt

The injured included Benjamin Shiers of Brockville, baggageman who was treated at the Kingston General hospital for an injured left shoulder and left leg. Albert Martin of Toronto, a cook on the train, was treated for a fractured right hand.

Dozens of other persons standing on the platform, received bruises and other injuries when the crowd became panicky and ran from clouds of escaping steam from the wrecked locomotive.

Eye-witnesses stated that as it neared the station, the locomotive seemed to be travelling at between 60 and 80 miles an hour and moving on a wide curve of rail, the locomotive, its whistle screaming a continual warning - drove over the track. The locomotive and tender turned over on its left side, tossing lumps of coal over a 300-foot area. Pinned in the smashed locomotive, both engineer and fireman were scalded to death when steam broke through from the boiler and swept over the CNR station platform.

Cars were derailed

As the locomotive tore over the track, seven passenger cars plus the baggage car were derailed. Another four passenger cars at the rear remained standing on the track. None of the passengers was injured.

It was more than four hours before the travellers proceeding to points west of Kingston were able to leave the Kingston station. The Kingston train due to arrive at the Union Station here at 10 o'clock standard time last night was delayed an hour.

The passengers were made up mostly of Ottawa and district people returning to their jobs after spending the week-end in the Capital as well as visitors to the Capital and environs returning to their homes.

It was estimated that more than 500 passengers occupied the nine coaches and two parlour cars which sped out of Brockville shortly after five o'clock. Usually waiting for the second section of the Montreal pool train, the cars had been hooked together for a special run because of the "unusually large number of people from Ottawa" who were proceeding to points west of Kingston.

In less than 20 minutes after the wreck at 6.32 o'clock, a crowd estimated at between five and seven thousand people had flocked to the small Kingston CNR railway station. The floor of the station was covered by a two-inch layer of water as the live steam cooled.

Railway officials would not venture a cause of the wreck. It was believed that it might have been caused by a broken rail or mechanical defect in the locomotive. Spectators stated that the scream of the whistle could be heard even as the train neared the station at its continuing high speed.

Knocked over Tower

A Canadian Press dispatch stated that the locomotive was rounding the curve just east of the station when it left the rails, knocking over a watertower and plowing along on its side until it came to rest on the Kingston station platform.

Rush of Inquiries

At a late hour last night the "mystery" of the "60 to 80 miles per hour" at which the train was alleged to be speeding as it approached the station was still unexplained.

All the passengers, although jolted by the sudden stop, remained calm. They did not disembark until told to do so. All were able to proceed on their journey in a train made up of the four cars which remained on the track plus another four cars brought up from Brockville. The delay was said to be more than four hours.

A wrecker was brought from Belleville shortly after 11 o'clock and began the all-night task of clearing the wreckage.

News about the crash was frantically sought by many Ottawa residents who telephoned The Citizen newsroom throughout the evening. Others telephoned to state that they had heard from friends and relatives who had boarded the train here at 3.30 o'clock Sunday evening. The Bell Telephone operators reported that a steady stream of long distance calls were being made to and from Kingston.

C.R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to state that they were not injured and were continuing to Toronto.

Robert Edelstein, manufacturers' agent of 132 Marlborough avenue, who was on the train with his son, reported that they had both escaped injury except for shock. Mr. Edelstein told relatives in Ottawa that the train, instead of slowing was speeding at 60 miles an hour.

Dishes tossed in diner

Incidents in the wrecked train which brought death to two men, were recounted to The Citizen last night. "Dishes flew all over the diner" was one report. "The babies seemed to have enjoyed it. They did not cry," was another.

"There was no screaming or panic" said The Citizen correspondent at Kingston who had walked through the cars immediately after the wreck. "The women especially seemed to be exhausted but they did not move from their seats."

Although at first driven to panic by the live steam which swept towards them, spectators at the CNR station, who, it was reported, ran into each other to avoid the steam, later re-gathered at the scene of the wreck.

"You couldn't get near the station with a taxi," said one report.

"The entire city must have turned out. I bet there was at least 7,000 people there."

The Kingston police force were able to cope with the crowd.

"We must have been doing better than 60 miles an hour when we were wrecked," estimated Clarence Best of Toronto, dining car waiter on the train.

"I think there must have been some mechanical trouble or something because before we came to the turn I could hear the conductor and engineer signalling back and forth on the cord."

Best was in the pantry and was thrown to the floor by the derailment. He was not injured.

Five persons received first-aid treatment but were not admitted to hospital.

Pierette J. Hamelin was standing on the platform and bruised her knee when dashing out of the path of the locomotive.

Miss Zita Howard of Toronto was treated for knee abrasions. She was also on the platform at the time.

Enginemen Die by Scalding In Train Wreck

KINGSTON, Ont, Aug. 11.

The engineer and fireman were scalded to death and five persons received minor injuries when the Ottawa section of the Canadian National Railways' fast westbound International Limited left the tracks just east of Kingston station last night.

Cause of the derailment was not known. Reports conflicted as to the speed the train, was travelling when the locomotive left the rails and plowed on its side along the shallow Kingston station platform while dozens of waiting passengers scurried to safety. Falls in the confusion accounted for some of the slight hurts suffered.

Engine Crew Killed.

Dead were the engineer, B. B. Embury, of 113 Cannington road, Belleville, and the fireman, Charles Henry White, of 20 Hillcrest avenue, Belleville. Brakeman Benjamin Shier, of Belleville, suffered minor hurts.

The 12-car train was coming into the station stop when the engine left the rails and turned over on its side. It wound up on the platform in front of the station building with live steam driving inside the station and leaving pools of water on the floor.

Some of the passengers said on arrival at Toronto later that the train was not going more than 40 miles an hour when it rounded the curve approaching the Kingston station. But George Bruce, who operates a service station near the tracks, said the train seemed to be going between between 60 and 70 miles an hour with the whistle blowing continuously.

Clarence Best, of Toronto, a dining car waiter on the train, said: "We must have been doing better than 60 miles an hour when we were wrecked. I think there must have been mechanical trouble or something because before we came to the turn I could hear the conductor, and engineer signalling back and forth on the cord."

A total of eight coaches also were derailed but remained upright, while the four rear coaches on the train remained on the tracks, two of them coming to a stop ahead of the overturned engine.

Three of those on the platform who were given first aid and released later were Miss Pierrette J. Hamelin of Montreal, who suffered bruised knees; Miss Rita Howard, of Toronto, knee abrasions, and Miss J. Widdifield of Toronto, who received brush burns on the legs.

Albert Martin, a cook on the train, was treated for a fractured right hand.

Various other injuries were all minor.

The bodies of Engineer Embury and Fireman White were removed to the Kingston morgue where Coroner J.C. Lindsay said death was due to scalding, although the engineer had a wound as well.

Witnessed Crash.

Bruce, the service station operator, said he heard the crash and saw crowds tearing from the station in a mad rush. "Many children came in here with scratched knees and bruises they received in the scramble to get away from the platform."

Another eye-witness said the train "must have been travelling travelling 60" when it rounded the curve and the engine left the rails, crashing the water-tower down and then plowing along the platform towards the station building.

The railway statement issued by J. F. Pringle, vice-president of the central region at Toronto, said:

"At 6.30 p.m. (EST), Train 15 advance section, between Ottawa and Toronto with 12 cars in charge of Conductor Panner, was derailed while slowing down to make a scheduled stop at Kingston station. Engine 6702 turned over on its side, killing Engineer B. B. Embury and Fireman C. H. White, both of Belleville. Brakeman Benjamin Shier, of Belleville, was reported injured.

"Latest reports stated that no passengers or other members of the train crew were seriously injured. Some of the passengers were reported shaken up or suffering from minor injuries.

"The first eight cars behind locomotive were derailed but remained upright. These consisted of the baggage car, two diners and five coaches. The remaining coaches did not leave the rails.

"While the accident blocked the main line, Kingston yard facilities permitted a detour to be made by all trains and there was only a slight delay at this point in train operation . . . the cause of the accident is under investigation."

200 Reach Toronto.

Two hundred passengers from the pool train International Limited derailed at Kingston last night with the death of the fireman and engineer, reached Toronto Union Station early today, none of them suffering any more than bruises.

Their main complaint was hunger - they said they had had no food at Kingston during the three-hour delay there nor on the trip to Toronto. Here, however, railway officials were waiting to shepherd them into waiting Pullmans where those catching connecting trains were to spend the rest of the night. A meal was ready for them there.

While the passengers left the train a small army of redcaps waited to carry their baggage, for which service no tips were accepted.

Like Explosion.

One passenger, Miss Maisie Newton of Toronto, said the derailment at first seemed like an "explosion". She was in one of the two coaches which remained on the track, but ran to the front as soon as the wheels stopped moving.

Leo Conlin of Ottawa, travelling with his wife and two children, were in the second dining car. "The train seemed to be coming in normally", he said, "then it started to bump. Dishes began to hit the floor and so did many of the diners."

Miss Phyllis Carey, of Toronto, said there was no excitement when the coach in which she was riding was flung off the rails. This was echoed by Trainman M. Jarvis, of Brockville, who would not, venture a guess as to the cause of the accident.

John Glenn, of Hamilton, who was on the last of the derailed cars, said: "I would think we were going at about 40 miles an hour. It seemed as though they had just put on the brakes. We didn't get shaken up very badly in our car.

Proceeded To Destination

Scores of Ottawa passengers escaped injury when the Montreal-Toronto Montreal-Chicago, Canadian National Railways pool train was wrecked at Kingston station. Sources in Kingston said all passengers who had been aboard the coaches which were derailed, were on their way to their destinations aboard another train, shortly after the accident in which the fireman and engineer were killed.

Reports from Kingston General Hospital said that no passengers had been admitted there. The train was hitting a 60-mile per hour speed near the Kingston station, when the accident occurred.

Mrs. F. Horler, 108 Russell road, Ottawa, said her son Harold, was among those aboard the wrecked train and within a short time after the accident she received a welcome message from him that he was alright.

C. R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to say that he and his wife were not injured and were continuing to Toronto. Telephones in The Journal office were kept busy, throughout the evening as worried friends and relatives of those aboard the train called for information. Calls were also received from Ottawa residents with friends among the railwaymen at Belleville, the home of the fireman and engineer who died when their locomotive overturned and plowed its way into the station entrance.

Post-Mortem Shows Enginemen Not Dead Before CNR Wreck
Kingston Ont , Aug. 13 (CP)

Asphyxiation by steam and severe burns caused the deaths of the engineer and fireman of the CNR train which jumped the track and turned over here Sunday night, it was shown Tuesday in a post-mortem.

There was no evidence to suggest that either of the men - Engineer Baird Embury and Fireman Charles Henry White, both of Belleville, Ont., died before the accident occurred, Dr. G. C Lindsay, coroner, said.

His statement squelched rumors that the engineer had died of a heart attack just before the engine of the Ottawa-Toronto train went out of control while travelling at fast speed on the curve entering Kingston station.

No date for the inquest into the accident has been set.

Latest theory on the possible cause of the derailment is that the throttle seized, making it impossible to reduce speed. This suggestion followed the report of an observer who said he noticed the engineer working "frantically" with levers as the train passed before arriving at the station.

14/08/1947 *Ottawa Citizen**Canada Atlantic*

Railway Veterans Revive Times Of Canatla Atlantic

The diminishing ranks of the Canada Atlantic Old Boys Association last night were shown a CNR-sponsored short, "A Ticket to Jasper," made especially to attract paying customers ... all the old railroaders had free passes tucked in their pockets.

The film, shown in the convention hall of the Chateau Laurier concluded the first day of a two-day reunion of the old railroadmen, who have gathered here from every province and points in the United States.

The railwaymen are employees of the old Canada Atlantic Railway, the first line of which was opened from Ottawa to Coteau, Que., in 1882 by the late J. R. Booth.

Another line from Coteau to the international boundary was opened in March, 1890, and another from Coteau to Parry Sound in 1896.

Moved To Montreal

It was in 1905 that the general offices here were moved to Montreal to become a part of the Grand Trunk Railway.

Oldest member of the association at the reunion is A. R. Holtby, who travelled from his home in Vancouver, B.C., on a "life pass" given him by the CNR in appreciation of his 50 years' service; He started with the Canada Atlantic Railway in 1881 and retired as a member of the Canadian National in 1931.

M. T. Ashe, this year's president, himself reaches retirement age next April and expects to make his final run at the throttle of the crack passenger transcontinental train on its Montreal to Ottawa run.

18/08/1947 *Ottawa Citizen**Lachute*

Four Injured As Car Hits Train

Four passengers of an automobile which was proceeding east on the Aylmer road Saturday afternoon and collided with a CPR freight train, escaped serious injuries, but the car was a complete wreck.

According to the police report by Constables A. Morin and T. Larabic, Oscar Blais, 63 Montcalm street, Hull, was driving his automobile towards Hull and failed to notice a freight train which was backing from Hull West station to Ottawa. The automobile crashed into one of the freight cars.

29/08/1947 *Ottawa Citizen**Hull Electric*

Aged Hull Trams Going To Pasture Life Of Ease For Ancient Cars Now To Be Used As Collages And Diners By Thomas II. Turner Evening Citizen Staff Writer
In the Hull Electric's street car graveyard at Deschenes, strange things are happening to the once proud street railway trams which, at the turn of the century, were tops in their class.

The Hull Electric Railway has sold all its former rolling stock to a Montreal firm for an undisclosed figure. The Montreal firm in turn has resold the old street cars, snowplows and work cars to individuals who are remaking them into all-year round homes, summer cottages and diners.

The street cars in the very near future will all have been relocated far from the rusting track on which they once ran from Ottawa in their hey-day to Queen's Park, Aylmer. Carted Away

Small towns in the district are being surprised these days as the streets cars, minus wheels, are carted through the streets on huge, heavy, trailer-transport on their way to summer resorts and elsewhere.

Of the 28 pieces of rolling stock, four pieces have already been relocated. One is to become an all-year round home for a Billings Bridge resident, who was hit by the housing shortage. This is No. 205, a double window job, which was sold at \$250, the highest price for the cars which have fallen into disuse.

Old No. 10, the oldest but most respected piece of rolling stock, is being reconverted into a summer cottage at Phillip's Lake, near Quyon. This revered piece of equipment at the turn of the century carried the then Prince George and Princess Mary from Ottawa to the Royal Ottawa Golf Club on the Aylmer road.

Old 250 Goes

Thursday No. 250 saw its last of the shining rails as it was Jacked up onto a huge trailer-transport and whisked over the highways to a spot on the Madawaska river near Calabogie. This is to be the start of a summer home for W. K. McCurdy, woodwork teacher at Kent street school, who plans to have a modernized cottage with running water and all conveniences.

A former car on the Belt Line North schedule, No. 250 was jacked and hoisted onto the two-sectioned trailer-transport by an expert crew. The crew heard many curious remarks as they transported their odd cargo through the various towns enroute to the tram's new location.

"That's the nearest our town will come to getting streetcars." quipped one old-timer as he lounged outside a favorite hangout.

Several Diners

One buyer has purchased several street cars, which he plans to dot around the countryside as diners.

None, of the buyers names could be secured, except that of Mr. McCurdy, who was on the spot supervising the shifting of his "summer home" when The Evening Citizen visited the Deschenes barn.

Although the sweepers, work cars and snowplows have all been sold to individuals it could not be learned definitely to what use they would be put. One however, it was reported, was going to be made into a hen-house.

The Montreal firm, which purchased all the rolling stock of the former street railway, did not buy the "barn" nor the new, unused equipment still in the storerooms. The Deschenes. barns are still being used to house some of the equipment of the Gatineau Power company.

From \$100 To \$250

The sale price of the trams ranges from \$10 to \$250. It was not disclosed for what amount the other rolling stock was disposed of by the Montreal firm.

H. Kilpatrick is the only member of the Hull Electric Railway Company still about the barns. He is looking after the company's interests there while the changeover is being made.

30/08/1947 *Ottawa Citizen**Cornwall Street*

Tram Employees Get Wage Boost

CORNWALL, Aug. 29 (Special) Provision for wage increases of from one to six cents per hour in some departments was made today in the rulings of an arbitration board which investigated a dispute between Local 846 of the Amalgamated Association of Street Railway and Motor Coach Employees of America ATL and Cornwall Street Railway. The rulings also provided for a slight change in the company's policy for overtime.

Headed by Judge J. G. Harvie, of Barrie, the board reported that the increases allowed indicated a higher average wage rate in Cornwall than in Ottawa and Hamilton for street railway employees.

The arbitration followed a two-day strike staged by street car operators early in August. Both parties have agreed to abide by the board's decision.

Tram Workers Go on Strike.

Cornwall Walkout Ties Up Traffic

CORNWALL, Sept. 2 (Special) Cornwall was without street car and bus service today as members of local 946, Amalgamated Association of Street Electric Railway and Motor Coach Employes of America, AFL went on strike over a wage dispute with Cornwall Street Railway Company.

About 90 tram and bus operators are involved in the strike which not only tied up cars and buses but also immobilized freight traffic to local industrial plants. Union members voted last week to strike to-day unless the company acted to meet their demands for a blanket wage increase of twelve cents an hour. An arbitration board ruling last week provided for increases from one to six cents an hour and scaling of pay for various departments.

Peaceful Ticketing

The union claimed the board had exceeded its authority by scaling wages instead of dealing with the request for blanket increases. Picketing was carried out today at the car barns in a peaceful manner. Six to 10 men were permitted to work at the power sub-station operated by the company and were available for emergency duties.

The strike, second launched by the union within a month greatly inconvenienced industrial workers and school children, who this morning were forced to walk through a heavy rain or obtain private transportation. Taxi cabs were in great demand to cope with the school opening rush. Company officials said they would present their views on the dispute in an advertisement to be published Wednesday.

08/09/1947 *Ottawa Citizen**Renfrew**Eganville*

Three Die As Car Hits Train At Eganville

EGANVILLE, Ont. Sept. 7 (Special) Three persons were killed, one is in critical condition and two others escaped with a shaking up when their automobile plowed into the engine of the CNR's Ottawa to Barry's Bay Special one mile east of here on Saturday afternoon.

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The accident occurred at 5.30 Saturday afternoon when the slow moving train drawing five passenger-laden coaches, started to move to westward across Spring street crossing, one mile east of here on Highway No 41 between here and Matawachan.

The automobile, driven by Albert Kelly, crashed into the engine of the train and bounced several feet to land upright in a wrecked condition. Engineer George Turner, of Hurdman's Bridge at the controls of the CNR train, brought his locomotive to a stop less than 100 yards after the crash. Although a piston on the engine was broken, the train was able to continue its journey to Barry's Bay. The conductor was William Swinwood, of 110 Clegg street, Ottawa.

09/09/1947 *Ottawa Citizen**Cornwall Street*

Workers Return

Wage Settlement At Cornwall

CORNWALL, Sept. 9 (CP) An eight-day strike of street car and bus operators ended today as the union membership accepted a wage settlement proposed yesterday at a conference called by Ontario Labor Minister Daley.

The 90 strikers, members of the Amalgamated Street Electric and Motor Coach Operators of America (AFL), were granted a wage increase of five cents an hour, retroactive to last May 1, plus three cents an hour starting from their return to work today. Overtime payments also were arranged.

Toronto Meeting

Officials of the union and of the Cornwall Street Railway Company met with Mr. Daley in Toronto yesterday. Louis Fine, government conciliation officer, also attended.

The new agreement superseded a recent arbitration board decision which granted increases ranging from one to six cents an hour. The union had rejected that decision and went on strike Sept. 1 to enforce its demands for a 12-cents-an-hour boost.

It was the drivers second strike within a month. The first ended with the appointment of the arbitration board.

Return to work of the tram employes was welcomed by Cornwall citizens who had been forced to walk during the week strike. Most inconvenience was caused to employes in Cornwall's industries.

Threat Disappears

Settlement of the strike ended what was considered a serious threat to continued production at several Cornwall industries.

The Canadian Industries, Ltd., plant here was reported Saturday in a "critical" position. Courtauias (Canada) Ltd. which operates a huge rayon mill, said future operation would depend on CILs ability to supply caustic soda.

Industry as well as public transportation was affected because the street railway company uses electric locomotives to haul standard railway box cars and tank cars into local plants.

By late last week some industries were using trucks to keep supplies moving. In one case, bulldozers were used to shunt freight cars around company property. These settlement terms were announced in Toronto by Mr. Daley:

1. A general wage increase of five cents an hour, effective May 1, 1947, and an additional three cents an hour general increase, effective when the employes returned to work.
2. Time and one-half for all time worked in excess of 8 1/2 hours in a working day, except where work hours are changed by mutual agreement.
3. Time and one-half for all time worked in excess of 48 hours in any regular work week.
4. Time and one-quarter for Sunday work to car and bus operators only. This will not apply to employes called out on Sunday to do work which is not part of their regular work week.

Mr. Daley's announcement said the wage terms were to remain in effect until expiration of the existing agreement May 1, 1948.

12/09/1947 *Ottawa Citizen**Ottawa Electric**Coburg Street*

Runaway Tram Crashes Barn

A runaway OER tram was almost the cause of a serious accident, while backing into the Co-bourg street car barns, about 6.30 o'clock last night, when it crashed through the rear wall of the building, scattering bricks for a considerable distance along Augusta street. No one was hurt by the flying debris, and the street car stopped dead, a 15-foot plunge to the ground below being averted.

Moving up a wooden ramp after entering the barns from Cobourg street, the tram, in charge of Ben Greenberg, 359 Rideau street, jumped a wooden block as it near-ed the rear of the building and went hurtling against the brick wall, which faces Augusta street. The rear trucks of the tram left the rails, almost sending the empty conveyance to the cement landing under the platform.

Before brought to a halt the back of the tram plowed into the wall, ripping a hole about 15 feet square. The shower of bricks and mortar sent up a huge cloud of dust, while pieces of debris were hurled over a widespread area.

An inquiry into the mishap was immediately started by OER officials. It was learned that the tram plowed into the wall after the motorman momentarily took his hands off his controls to brush a cinder from his eyes.

18/09/1947 **Ottawa Citizen** **Hull Electric**

New Parkways, Highway Here
Would run between bridge and Aylmer

Two definite possibilities in the development of the area between the Champlain Bridge and Aylmer are in the minds of the Federal District Commission these days.

91) Consideration is being given to converting the right of way of the former electric railway line between the bridge and Aylmer as a supplementary road developed along parkway lines.

<http://news.google.ca/newspapers?id=PP8uAAAABAJ&sjid=MNwFAAAAIBAJ&pg=3031,4037464&dq=railway+|+railroad+|+train+|+cnr+|+cpr+|+bride&hl=en>

29/09/1947 **Ottawa Citizen** **Ottawa Electric**

Little Confusion as Ottawa reverts to Standard Time

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Even the new clocks in the OER trams were back on standard time

06/10/1947 **Ottawa Citizen** **Hull Electric**

Railroad Ties for Sale for use as Contractors' Blocking Material, Firewood, etc.

Offers are invited for the purchase and removal of approximately 30,000 railroad ties now located on the roadbed of The Hull Electric Company between Hull and Aylmer and in certain sidings in Hull.

Those submitting bids may do so on the entire lot (certain ties reserved by us excepted), or on various quantities, but satisfactory bids on the purchase and removal of the entire quantity will naturally be most favoured.

All bids must be received by one week from to-day, Monday October 13th, and the award will be made on that date.

A.A. Merrilees & Co.

Box 235 terminal "A", Toronto

07/10/1947 **Ottawa Citizen** **Prescott**

Railway Spur, Dump Allowed In Gloucester

Gloucester residents attempts to preserve the area adjacent to the Capital as a residential district suffered two more blows Monday when permission was granted to the CPR to lay a spur line crossing the Heron road, and the city of Ottawa was authorized to buy land near Billings Bridge to establish a refuse disposal site.

Council granted the application of the Ottawa Board of Control for permission to purchase land owned by Alex A. Brule, lot 19, in the Junction Gore west of Smith's crossing and Gateville subdivisions, and south of the CNR tracks, almost due south-west of the Ottawa Brick Co. plant. Permission was granted subject to the working out of a satisfactory agreement between the two municipalities.

After almost two hours discussion, council passed a resolution moved by Councillor Davidson and seconded by Councillor Keenan, granting the CPR permission to lay a spur line from the Ottawa Prescott line, to enter the new bulk storage plant of the McColl Frontenac Oil Co. A proviso was included in the resolution that the new track must be level with the existing track, and the whole crossing be levelled to the satisfaction of the municipal road engineer.

Paul Barker, district manager of the McColl-Frontenac Oil Co. and R. E. Farmer, CPR division engineer of Smiths Falls, presented plans covering the proposed crossing and Cuthbert Scott appeared as legal representative. Allan K. Hay, FDC superintendent, present on behalf of the Ottawa Area Planning Board said he could see no serious objection to the new crossing.

Township Clerk Guest read a lengthy petition from district residents who protested against the laying of a siding on the grounds that the oil plant would create an offensive odor and the shunting of cars would result in sleepless nights and also lower the value of property in the vicinity. Mr. Barker earlier said shunting would be done only once or twice a day. Three of six 20,000 gallon oil storage tanks are to be erected immediately in the same locality already used by the British American Oil and the Shell Oil companies, Mr. Barker revealed

25/10/1947 **Ottawa Citizen** **Ottawa Electric**

City to purchase OER if vote is favorable

By unanimous vote the City Council, at a special meeting held last night, decided the city should take over the Ottawa Electric street railway system on Aug. 13, 1948, at a price to be determined by arbitration in accordance with the terms of the agreement between the city and the OER, or by mutual consent.

The purchase of the assets of the street railway company is, however, contingent upon the ratepayers giving authority to the city, by vote, to purchase the transportation company. It stated last night that the vote of the ratepayers will be taken as early as possible in 1948. According to the agreement between the city and the OER the vote must be taken before Feb. 12, 1948, by which time the city must give the street railway company notice of its intention to take over the assets of the company.

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24/11/1947 **Ottawa Citizen** **Montreal and Ottawa**

"Prisoner" with handcuffs on train only joker

An "escaped prisoner," intercepted by detectives and CPR police at the Union Station late last night turned out to be a Montreal man who simply had a pair of handcuffs in his possession.

Following a message received from Rigaud that a man wearing handcuffs on one wrist only was seen sitting alone on the Ottawa-bound train, local police quickly converged on the station in anticipation of making the "capture".

Armed with a description of the "escapee," police had little difficulty in locating their man as he alighted off the train. However, the flustered Montrealer was soon released after he explained that he had been wearing the handcuffs as a "joke."

29/11/1947 **Ottawa Citizen** **Brockville** **Smiths Falls**

Auto plows into Pool Train at Smiths Falls

One man narrowly escaped possible death and a CNR-CPR pool train from Ottawa to Brockville was delayed for almost three-quarters of an hour when an automobile plowed into the side of the engine of the train shortly after 11 o'clock Friday morning. No one was injured.

Driver of the auto, R.S. Durant, 24, Smiths Falls told The Citizen that he was driving west on Chambers street and as he approached the crossing, applied his brakes, but skidded on the icy pavement.

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16/12/1947 **Ottawa Citizen** **Ottawa Electric**

Fire In Tram Delays Traffic

Street car traffic in the west-end was interrupted for about 20 minutes last night as a result of a fire outbreak in the motor of a Britannia tram, shortly after 6.30 p.m.

Proceeding westward on Albert street, near Empress, the passenger-laden tram was brought to a halt when flames suddenly flared up from underneath and believed to have been caused by a short circuit in the motor. The occupants quickly disembarked in an orderly manner, while an alarm was turned in. On arriving on the scene, firemen quickly quelled the blaze before serious damage could result.

Traffic was resumed after an OER repair crew, with the assistance of, another tram, towed the demobilized street car back to the Champagne barns.

Train Wrecks Big Oil Truck

2nd Level Crossing ; Accident In Arnprior

ARNPRIOR, Dec. 16 (Special) An east-bound freight; Monday afternoon struck the three-ton oil truck of J Melville Keith,-but the driver escaped uninjured. Mr. Keith, who purchased the big truck only a few weeks ago, was proceeding northward on Hugh street. His view of the track westward was obscured by buildings. Suddenly the long freight was only a few yards away. By the time he could apply the brakes, the front half of the truck was on the tracks and the train was upon him.

The impact came on the driver's side, nearly demolished the front end of the big machine. Yet the driver escaped unhurt. As the tanker slid along the tracks the train, which was going slowly, was brought to a stop. The conductor was James C. Cameron of Madawaska and the engineer, Harold Sheehan of Ottawa. Only a few days ago at the John street crossing, yards from the scene of yesterday's collision, the way freight, west-bound, hit a truck driven by Ken Burnett, causing a lot of damage to the truck but little to the driver.

Greater Ottawa Scheme is up to Municipalities

50-Year Program Outlined

Huge Industrial Areas Designated

Final plans for the Ottawa of 1975 show elimination of cross-town tracks, a new passenger station south of Billings Bridge, and 6,596 acres of industrial area on two sides of the Ottawa river. These plans were revealed today by Fred Bronson, chairman of the Federal District Commission.

In discussing the Ottawa of Tomorrow, Mr. Bronson also hoped that some day, all the transportation systems of Ottawa and Hull would be amalgamated into one, and that the Ottawa Electric, the Hull Transportation company, and the Eastview Bus company, just to mention three, would all be blended into one.

Mr. Bronson emphasized early and often that these plans committed nobody to anything, they were not mandatory, and would only be workable if all parties agreed. By all parties he included the federal government, the provincial governments, and the various municipalities on both sides of the river.

The new plan, which has the blessing of the National Capital Planning Committee (which is endorsed by the Federal District Commission) and which has caused no specific objection from the railways, has been more than year in the making.

Main Features

Outstanding features include:

1. Location of Ottawa Union Station a quarter mile east of Bank street, off Walkely road, which in its turn is two miles south of Billings Bridge.

2. Elimination of all cross-town tracks including:

(a) CNR across Bank street.

(b) CPR tracks over Alexandra Bridge to Hull.

(c) CPR tracks past Dow's Lake.

3 Creation of five industrial areas. The total of 6,596 acres is distributed as follows: Township of Gloucester 4,054

Township of Nepean 958

Township of Templeton 1,213

Township of Hull 262

City of Hull 109 ,

6,596

4 Creation of a freight terminal which would penetrate as far north and west as a point close to the present Rideau Military Hospital, and would be used for trucking tracks, and the handling of "LCL" (or less than carload lots) freight.

5 Realignment of a semi-belt line to be operated by both railways, which will skirt the city, and permit through trains on both railways to operate straight through the city, instead of all around it.

New River Crossing

6 Creation of a new river crossing for the railways east of Rockcliffe airport, and west of the town of Orleans, over across the Duck Islands to join the North Shore line at East Templeton.

7 Cut out the Broad street yards, the roundhouse in that area, and eliminate the railway tracks through Hintonburg.

8 Cut out all railway operations between the Rideau river and the Union Station.

9 Give a new lease of life to Nepean township through the creation of an industrial area in that sector. 10 Ipso facto this means the elimination of industry along the Hull waterfront, and the conjectured move by at least one big industry down-river to a new site.

"This," said Mr. Bronson, "is the day to which I have long looked forward. This is the day I have been wanting to happen for quite a while."

He pointed to two maps, one showing the city of Ottawa as it is now, with its network of cross-town tracks, and the other showing the Ottawa of tomorrow.

Struck By Train Boy Badly Hurt In Railway Yard

Apparently struck by a shunting train while playing alongside the CPR tracks close to the Redpath street railway yards, Francis Longo, aged 10, of 939 St.

Dominic street, Montreal, shortly after two o'clock yesterday afternoon sustained injuries which partially severed both his ears.

Rushed to the Ottawa General Hospital by Maurice Laframboise, 84 Redpath street, an uncle with whom he was visiting during the Christmas season, he was placed under the care of Dr. Alfred Larocque who, after treating the injured members reported that a plastic surgery operation would be necessary to restore them to a normal condition.

Details surrounding the cause of the accident are as yet vague. The boy, not being able to explain how the moving train struck him or in which position he fell to suffer his injuries. All he was able to tell Constables Frederick O'Connor and Fernand Grouleau was that he was running up the incline towards the tracks when he was struck.

Despite his injuries he picked himself up and ran towards his uncle who was loading coal in the railway yards. The uncle took the youngster to hospital in a truck.