

Local Railway Items from Area Papers - 1950

14/01/1950 Ottawa Citizen

Winchester

Chesterville

Special To The Citizen

CHESTERVILLE Donald Fyke, 29, was Instantly killed here early yesterday evening when the car he was driving north tin Highway 43 was struck by a fast travelling, westbound special CPR train.

The train, described as "the second 35 CPR special passenger" was said by police to have been travelling approximately 60 miles an hour at the time of the accident. The force of the impact hurled the car a distance of 49 feet, and the body was found 200 feet west of the level crossing. The car was a total wreck. The level crossing "wigwag" warning was also carried away by the accident.

Cause of the accident was thought by police to have been a heavy rain which was "sheeting down" at the time, obscuring vision and turning .roads into a mass of ice.

Fyke was carried to the home of Mrs. Lyle Marcellus around 7 p.m. where he was pronounced dead by Dr. H. W. Justus.

This was the same crossing where five people were killed in a train car collision on Oct. 5, 1943.

Coroner C. A. Loudon, of Morrisburg, has been notified but it is not yet known whether an inquest will be held. Const. Gordon Jack of the OPP Investigated.

03/02/1950 Ottawa Citizen

Kingston (CN)

Gananoque Junction

Two Trains in Collision at Gananoque Junction

GANANOQUE, Ont. A Diesel locomotive and several freight cars were damaged, when two Canadian National ' Railways freight trains collided late yesterday at Gananoque Junction, 15 miles east of Kingston.

No one was hurt as one freight train, backing up, smashed into the locomotive of a following freight. The caboose, two covered hopper cars, two boxcars and an open hopper were derailed and the locomotive of the standing freight was damaged.

The crew of the standing train's engine jumped before the crash.

Both West-Bound

Both freights were westbound and the first was flagged to a stop a half-mile west of, Gananoque Junction, three miles north of the main Toronto-Montreal CNR line. The second freight stopped at the junction.

While the engineer of the second freight entered the station for orders his fireman saw the first train backing up around a curve. He blew the warning horn and Jumped just before the crash.

The caboose of the first freight was driven over the locomotive of the second, tearing the top off the locomotive cab.

The caboose caught fire, but there were no trainmen in the rear section of the moving freight. The Gananoque Fire Department extinguished the flames.

A wrecking engine and crew was ordered from Belleville to clear the track.

All the crew of both trains are from Belleville. Robert Davis was conductor of the first freight, with Engineer Thorman Cathers and Fireman Burtin Salisbury.

The second freight was manned by Engineer Sandy Charlton and Fireman C. G. Mathers.

11/02/1950 Ottawa Journal

Carleton Place

Stittsville

Thomas Mattingly Dies at Stittsville

STITTSVILLE, Feb. 11 (Special) Thomass Henry Mattingly, retired CPR employe, died at his home in Stittsville on Thursday. He was in his 85th year.

Born In Fitzroy township, the son of Joseph Mattingly and his wife. Margaret Moore, Mr. Mattingly began his work with the CPR at the age of 16. Two years later, when he was only 18, he was made section foreman.

A prominent Mason, Mr. Mattingly was a charter member of the Hazeldean Masonic Lodge.

In 1896 he and Margaret J. Boyle were married in the Methodist parsonage., Richmond, by Rev. F. W. A. Myers.

In addition to his wife he is survived by one son Aubrey, of Carleton Place and four first cousins, John and George Moore of Stittsville, James Moore of Carleton Place and Mrs. James Bennett of Vancouver.

Funeral service will be conducted Saturday at 2.30 in Stittsville United Church by Rev. E. C. Kelloway of Carleton Place. Burial will be in the United church cemetery, Stittsville.

13/02/1950 Ottawa Citizen

New York Central

Suspend NYC Train

New York Central Railroad passenger service out of Ottawa has been suspended "until further notice". Shortage of coal is given as the reason, and the Ottawa-Helena, N.Y., run has become a fuel casualty.

This will mark the first time in a half century or more that there has been no scheduled railway service between Ottawa and Cornwall.

Without Service

Train 61 leaves Helena in the morning, arrives in Ottawa at the Nicholas Street station before noon. Train 62 leaves In mid-afternoon, and is back in the United States by evening. Cancellation of these trains leaves Russell, Finch, Newington and Cornwall without direct train service to Ottawa.

A limited express service will be operated on freight train No. 3, northbound to Ottawa Mondays, Wednesdays and Fridays; and on OM 4, southbound Tuesdays, Thursdays and Saturdays.

There will be no passenger service whatever available on this train.

What is feared by many people using the NYC trains is that this really means the end of passenger service between the St. Lawrence River and Ottawa. The NYC has already made application to the Transport Board to abandon passenger service, but the application was unsuccessful. It is pointed out that if these towns manage to survive without passenger service, it may mean that Ottawa has seen its last New York Central passenger train.

13/02/1950 Ottawa Journal

New York Central

Announces Suspension of NYO Ottawa Train Run

Cornwall. Feb 13. Indefinite suspension of passenger service on the New York Central Railway between Helena, NY, and Ottawa was announced Saturday by railway officials here.

Effective Saturday, the suspension is caused by the coal shortage arising from the coal strike in the United States. A limited express service will be operated, officials said.

Train Hits Car As Couple Desert Auto

A timely leap from a stalled automobile shortly before it was wrecked by an oncoming Canadian Pacific passenger train, is credited with the narrow escape of a man and his wife early yesterday evening.

John A. Bell, of 50 Billings Avenue, told police that he was crossing the CPR tracks at Billings Avenue at 7.10 p.m. yesterday. The car, in which his wife was a passenger, skidded on the planks at the crossing, causing the rear wheels to slide into a deep snowbank on the side of the tracks.

Mr. Bell and his wife noticed the headlights of the oncoming train as it rounded a curve a short distance from the stalled vehicle. Unable to drive the car from the snowbank, they leaped from the automobile just before the train crashed into the vehicle, carrying it some distance along the tracks. Damage to, the car was estimated in excess of \$500.

The train, in charge of John McNally, came to a stop almost immediately after coming into collision with the car. However, when trainmen learned that no one was injured in the accident, the train was ordered to continue toward Prescott.

The accident was reported to Constable Lou Ullrich of the Ottawa City Police.

Driver Dies When Jeep Hit By Train

Driving a jeep into the path of the CPR North Shore train, Maurice Binet, 40, was instantly killed at the Montclair Boulevard crossing in Hull at 5.40 p.m. Saturday.

The locomotive struck the right side of the jeep, throwing it a distance of 50 feet. Mr. Binet, hurled from his vehicle by the force of the impact, was caught on the guard of the engine and dragged 500 feet.

Coroner Dr. Gerald Brisson viewed the body and said no inquest would be held.

According to the police report, Mr. Binet, who resided at 53 Richer Street, Hull, was driving the jeep west on Montclair Boulevard. The North Shore train was coming into Ottawa from Montreal.

Engineer Edmond Tremblay of Montreal told police he saw the jeep and anticipated Mr. Binet would stop the vehicle. The engineer blew the locomotive whistle and then put on the emergency brakes.

The train could not be stopped in time, however, and smashed into the jeep, bringing instant death to Mr. Binet. The Jeep was wrecked.

An examination showed the victim had sustained a fractured skull and a broken left hip, arm and leg. Dr. Brisson pronounced Mr. Binet dead.

Police and railway officials headed by Constable Paul Labelle, who was first on the scene, worked for an hour freeing the body from the engine. The North Shore train was switched to another track and pulled into Ottawa by a second locomotive.

The police report showed the red-flasher lights at the Montclair railway intersection, which warned of approaching trains, were in working order.

The jeep, which Mr. Binet was driving, was owned by W. D. Laflamme of 51 Richer Street, Hull.

Caption to picture

Death In A Jeep Maurice Binet of 53 Richer Street, Hull, was killed Instantly Saturday afternoon when the jeep he was driving was hit by a CPR passenger train at the Montclair Boulevard crossing In Hull, The small, open vehicle was hurled 50 feet by the force of the impact. Mr. Binet was dragged 500 feet on the engine guard. The above picture shows the demolished car shortly after the accident. Photo by Newton

2 Men Hurt As Car Runs Into Train

Two men are In hospital, one of them in serious condition, after the car in which they were driving crashed into the side of a slow moving freight train. The accident occurred at a level crossing on the Deschenes road over the CPR Pontiac line around 10 p.m. yesterday.

The driver of the car, Richard Cunningham, 32, of the Gardens, P.Q., was reported to be in "very serious condition", suffering from a possible fracture of the skull, possible fractured ribs and other undetermined internal injuries.

The second man, George Young, 37, of Deschenes, was reported suffering from possible fractured ribs and a bad "shaking up".

Engineer's Report

The engineer of the train, W. Shorthouse of Ottawa, told police that he was travelling about 20 mph as he approached the crossing. Looking ahead he saw one car cross the tracks. Looking again a few minutes later he saw another car approaching.

As it became evident that the second car did not intend to stop, he blew his whistle and then applied the emergency brakes. The car crashed into the engine's coal tender and was thrown approximately 20 feet.

Both men were thrown clear of the car and were picked up about 10 feet from the tracks.

Shorthouse said he had blown his whistle previously for the crossing.

The crossing was indicated by a bell and warning light system. The car was a total wreck.

The victims were removed to the home of Oscar Landry, which is close to the scene of the accident. They were later removed to the Sacred Heart Hospital by Gauthier Ambulance of Hull and Exclusive Ambulance of Ottawa. Emergency treatment was administered by Dr. P. E. Labelle and Dr. E. Douville.

Give First Aid

Sgt. Gaston Garceau and Constable Marcel Dussault of the Quebec Provincial Police were at the scene of the accident shortly after it happened and administered first aid to the injured men.

The automobile was travelling south on the Deschenes Road when it collided with the train, composed of 12 empty freight cars, which was proceeding from Hull to Waltham. P.Q.

Other members of the train crew were: W. Archambault, Carleton Heights, fireman; M. J. Taman, Ottawa, conductor; and P. R. Charlebols, Ottawa, trainman.

New York Central Resumes One-a-Day Run Out of Ottawa

The New York Central's one train a day out of Ottawa will be running again Monday after a five-week lay-off caused -by the coal emergency.

The single passenger train which leaves Ottawa at 4 p.m. each afternoon except Sunday bound for Helena, NY, by way of Cornwall, Ont, will resume normal service operations which were cut off February 11.

The Incoming train from Helena to Ottawa, arriving here at 10.30 a.m., will also be back on schedule next Monday.

West-Bound Freight Slices Into East-Bound

ASHTON, March 18 (Staff) Two Ottawa railway men were killed and two others were injured when a West-bound Canadian Pacific freight sliced into an East-bound freight here at 1.15 a.m. today.

Ashton is 20 miles south-west of Ottawa.

The dead:

Travers A. Short, CPR engineer of 461 Kensington avenue;

George H. Hannan, CPR fireman of 23 Adelaide street.

Both men were on the west bound train. Local No. 89, running from Ottawa to Smith Falls. The Injured:

Thomas C. Gilmer, head-end brakeman, of 217 Riverdale avenue;

A. O. Renaud, trainman of 302 St. Andrew street

Gilmer, on the west-bound train is in Ottawa Civic Hospital with severe scalds and burns, sustained when live steam from bursting engine pipes enveloped him.

Renaud, on the east-bound sustained a fracture of the nose.

Ties Up Traffic

The wreck tied up traffic on the main Canadian Pacific line between between Ottawa and Toronto, but early morning trains were being re-routed, and wrecking crews hoped to have the tracks cleared within a few hours.

The trains met in a blinding, driving snowstorm. Lack of visibility was believed to have been a contributing factor in the wreck, into which Canadian Pacific authorities already have opened their investigation.

How It Happened.

At the moment before impact this was the picture:

The East-bound train was pulling into the passing track siding at Ashton. The engine, tender and several cars had pulled over from the main line to the siding, but the tail-end of the freight train still remained on the main track.

The West-bound train, running between Ottawa and Smiths Falls, was rolling down the main line and sliced into the last eight cars of the freight pulling on to the siding.

How it had happened that the West-bound train piled into the other freight, or why it was the East-bound train hadn't cleared the main line, Canadian Pacific officials would not say.

However, there was some reason to believe there had been a misreading of signals between the crews of both trains.

Head-end Brakeman Gilmer of the West-bound train was heard to say "He gave us the high sign with his headlight".

It was possible the crew of the West-bound train saw a headlight signal through the driving snow, read it to mean the track was clear, and so continued rolling to cut into the other freight

The West-bound threw two East-bound freight cars against the Ashton flag stop station, smashing it and then itself toppled end over end.

The right-of-way was torn up for some 200 yards, littered with splintered ties and twisted steel rails.

First rescuers to reach the scene found the body of Engineer Short lying on the ground near his engine, a crumpled figure covered with blood-spotted snow.

The body of his fireman, George Hannan, was found locked in the wreckage of the cab, unseeing eyes staring ahead while the orange glow from the firebox played grotesquely over his features.

The scene was one of death and desolation the small flagstop station a crazy mass of splintered boards, rail ends jerked upward as high as 20 feet, the wreckage of box cars which had been crushed like match boxes strewn about the area, and railway ties like toothpicks studding the ground.

The eerie bright red and yellow railway flares played over the macabre spectacle as a wrecking crew of 20 men from Ottawa, Stittsville and Carleton Place methodically set about clearing the main line.

Engine Flips End Over End.

The engine of the West-bound freight had flipped end over end and crashed over on its left side near the rails, scalding steam pouring from its burst boilers.

Near by the tender stood tilted on its nose.

CPR officials said the East-bound train had gone to Smiths Falls as local No. 83, and was heading back to Ottawa as an extra freight. The West-bound freight No. 89, left Ottawa at 11.55 p.m.

Doctors from Carleton Place and Smiths Falls drove through the storm over drifted roads to reach the wreck to give aid to the injured. Engineer Short and Fireman Hannan were beyond help.

The Department of Highways rushed a snowplow in from Carleton Place minutes after the wreck was reported to keep the road open for police, ambulances, doctors and rescue workers.

Scene of the wreck was some 200 yards from Highway No. 15 linking Carleton Place and Ottawa.

19/03/1950 *Ottawa Journal?**Carleton Place**Ashton*

Like the Toys of an Angry Giant (with picture)

Smashed and tossed by the tremendous impact of tons of steel, the wreckage of CPR freight No. 83 lies scattered across the main transcontinental line at Ashton, 20 miles southwest of Ottawa. The broken cars spew their cargo across the snow, the one in the right upper background spreading hundreds of cases of beer about. Seven cars, the engine and the tender are spread around in much the same confusion as would result if a small boy in temper had upset his toy train. The early morning collision Saturday of No. 83 with the rear end of an eastbound freight affected train schedules and connections from Montreal to Sudbury, while dispatchers rerouted freight and passenger to by-pass the smash-up in which two crewmen died and two others were injured. The wreckage was cleared, 250 yards of ripped up track replaced and the line opened for traffic again late Saturday. At either end of the torn right-of-way, the railway wreck-clearing cranes can be seen beginning the job of working their way to the centre of the pile-up.

20/03/1950 *Ottawa Journal**Carleton Place**Ashton*

Inquest Tuesday Into Ashton Rail Disaster

Circumstances which early Saturday morning caused a high-balling, west-bound CPR freight train to plow into the rear sections of another CPR cargo train at Ashton, killing two men and tying up the main transcontinental line with a wild tangle of smashed engine, tender and box cars will be explained to a coroner's jury at Carleton Place, five miles from the wreck scene, Tuesday evening.

The jury will then arrive at a decision as to just why Engineer Travers Short and Fireman George Hannan, both of Ottawa, were killed

Clearing Line.

Meanwhile, CPR work crews today were still toiling to clear the Ashton right-of-way of wreckage so they could lay new track.

Until the twisted trackage is replaced, CPR traffic is being rerouted round the Ashton line via Smiths Falls and Bedell.

Coroner Dr. J. A. McCwen, of Carleton Place, will preside at the inquest tomorrow. Chief witnesses will be members of the crew of the east-bound train which was struck by the westbound freight, The east-bound was almost completely on a siding when the other train struck it.

Man Falls From Train
Special To The Citizen

WINCHESTER George Jennings, 35, of Winchester, who toppled through an open door of a moving train last night, is now resting comfortably in the Memorial Hospital here.

Jennings was riding home on a special train from Smiths Falls when he lost his balance and plunged through an open door between two coaches. The train had just passed through Merrickville and had not regained full speed.

The accident occurred shortly before midnight. Jennings and a party of friends had been in Smiths Falls to witness a hockey game between Inkerman and St. Pat's.

Jennings had told friends he was going to "step outside for a breath of air," and was not missed until the train had gone six miles beyond Merrickville.

Search Instituted

A hurried search of the coaches resulted, then the train was stopped and a search party sent back over the rails. They later found spots of blood, and the missing man's hat and scarf.

Jennings in the meantime managed to stagger to a house near the tracks where he was given shelter. Dr. R. G. Bell, of Merrickville, was called and gave the injured man medical aid. He then drove Jennings to his home in Winchester and notified Dr W. M. Byers.

Dr. Byers had Jennings taken to the Winchester Memorial Hospital. His injuries although painful, are not considered serious.

Thirteen Witnesses Heard In Ashton Train Wreck Deaths

Engineer Tells about Signal from Brakeman

By Staff reporter

CARLETON PLACE Misinterpretation of a brakeman's "that will do" may have been responsible for last Saturday's freight train wreck which cost the lives of an engineer and fireman at Ashton Station.

Engineer George Wilson told a coroner's jury here last night that his front end brakeman, William K. Bangs, had given that three-word signal, thereby causing Wilson to halt his freight on a siding before the rear cars were clear of the main line.

The inquest, called as a result of the deaths of Engineer Travers A. Short and Fireman George H. Hannan, was adjourned until April 4, after evidence of 13 witnesses had been heard. The adjournment was granted in order to permit brakeman Thomas C. Gilmer, badly scalded in the wreck and still in hospital, to give evidence. Gilmer was riding in the cab of the locomotive of a west-bound freight in which Short and Hannan met death when the engine plowed into the other train.

"Bangs was looking out on the fireman's side of the engine," said Wilson. "When he told me 'that will do' I took it for granted the train had cleared the main line and I stopped."

In his own evidence later Bangs stated that his signal had meant only that the train had reached the proper point from where a single box car, to be left off at Ashton Station, could be uncoupled and moved into a short siding on the opposite side of the main line. It was the responsibility of the engineer to determine whether or not the train was clear of the main line, he believed.

Time Element

The time element involved was a major factor over which Lanark County Crown Attorney J. A. B. Dulmage, of Smiths Falls, questioned witnesses at length. The running orders, according to the conductors of the two trains involved, had brought the west-bound freight out of Ottawa to a 10-minute halt at Stittsville. Normally the train would have left that point at 12.40 a.m., but on the night of the wreck it remained there until 12.50, bringing it to Ashton Station at 1.10 a.m. instead of 1 a.m.

The east-bound freight arrived at Ashton Station at 12.52 a.m., according to its conductor, Robert G. Macklem of Ottawa. His orders were to drop the single freight car there before the arrival of the west-bound train, provided there was sufficient time.

Macklem said the run from Stittsville to Ashton Station required 20 minutes. Knowing that other train was being held at Stittsville until 12.50 a.m., he believed there was a margin of 18 minutes in which to drop the box car from his own freight.

Conductor John Gillan, of Arnprior, in charge of the through freight from Ottawa, stated that his train had slowed to between 25 and 30 miles an hour as it approached Ashton. He was out on the rear platform and when he first noticed the other train on the siding. The locomotive's marker lights were burning but the headlight was turned off.

"What would the turned off headlight indicate to you?" asked Crown Attorney Dulmage.

Headlight Off

"It indicated to me that the other train was completely on the siding and that the main line was clear," Gillan replied.

Gillan said that at the speed his train was travelling he could have brought it to a quick stop had he seen any necessity for doing so. "There was an air valve right beside my hand," he said, "but I was confident the other train was well into the siding and the main line clear."

Started Into Siding

Conductor Macklem said that when his east-bound train stopped at Ashton at 12.52, it halted only long enough for the forward brakeman (Bangs) to open the switch into the siding, then started into the siding. With approximately 12 or more cars still on the main line, the train halted again. When it failed to continue he got out of the van to investigate.

"Could you not have made some signal to the crew up front?" asked the Crown Attorney.

"No, not then. There was no crew up front to signal to because the engine had uncoupled and moved off by then," Macklem said.

The conductor said he went back into the van to get fuses with which to signal the westbound train in case it should come up while the main line was blocked. He had just stepped back outside with the fuses when the crash occurred.

Was His Duty

Oscar A. Renaud, rear brake-man on the east-bound train, said it was his duty to close the switch into the siding the moment the freight was clear of the main line, then to "high ball" his "mate up front."

"When the train finally halted completely while its rear section was still on the through tracks, Renaud said he was puzzled.

"Why did you not signal your crew up front to let them know the line was not clear?" asked Crown Attorney Dulmage.

Renaud replied: "We do not signal until the clearance has actually taken place and the switch is closed again. If I had signalled under the circumstances the crew up front would have believed the line to be clear."

The brakeman said that under normal circumstances the "spotting" of a single car into another siding required anywhere from five to seven minutes, "depending on the speed of the movements."

"Then how do you account for the fact that it took about 18 minutes that night?" the Crown wanted to know.

No Explanation

Renaud shrugged and said he could not account for it. "I was not up front," he said, "and I did not see what was taking place. My job was at the rear and I remained there."

George Cloutier, fireman of the train standing in the siding, told the inquiry that he distinctly heard Bangs say to Engineer Wilson: "That will do, George," shortly after the train moved in from the main line.

"What did you infer from that expression?" asked Mr. Dulmage. "I believed the train was clear of the main line."

Cloutier said the box car to be dropped at Ashton had been spotted on the other siding and the locomotive had just coupled up to the train again when he heard Bangs, who was outside on the engineer's side, shout: "Put on your headlight, George!"

"I looked out and No. 89 (the west-bound train) was just shooting past. I saw Wilson reaching up to switch on the light and a few seconds later the crash occurred."

On that point. Bangs himself stated that he first noticed the other train approaching when it was approximately one-third of a mile away. "I ran up under the engineer's window and told Wilson to 'get going'," he said. "I think the train was moving when we were hit."

As to whether there had been sufficient time in which to complete the "spotting" of the box car on the other siding, Bangs stated that in his opinion it was the responsibility of the conductor to make the decision. But actually the head-end crew would be in the best position to determine whether there was time. In that case the responsibility, he thought, would rest with the engineer who was second in command of the train.

The town hall here was crowded to capacity for the hearing and a number of railwaymen from Ottawa, Smiths Falls, and Montreal were present.

The inquiry was conducted by Coroner Dr. J. A. McEwen, of Carleton Place.

In asking for an adjournment Crown Attorney Dulmage told the jury that in view of the importance of the probe he believed it vitally important that they should hear the evidence of Brakeman Gilmer when the latter was recovered sufficiently. In the meantime they would have ample opportunity to carefully consider the evidence already submitted.

Engine Derailed At Franktown Blocks Traffic

CARLETON PLACE. March 24. (Special) Derailment of a CPR "swing" engine at the Franktown crossing near here at 4 p.m. Thursday during a heavy snowstorm, tied up passenger train traffic between Ottawa and Chalk River for two hours. No one, was injured.

Only last Saturday morning two Ottawa men were killed in a collision during a blinding snowstorm at Ashton Station, five miles southeast of Carleton Place on the CPR main line,

Thursday's derailment, caused by heavy snow and icing conditions, tied up both the 4.05 passenger passenger train from Chalk River and the 3.20 p.m. Ottawa to Pembroke local.

A wrecking crew from Smiths Falls was called in. and worked for two hours to right the heavy locomotive on the tracks.

Damage to the derailed engine was confined to a bent front truck.

Conductor of the train on which the engine was working, when derailed, was John Gillan who was conductor on the westbound CPR freight involved in the Ashton Station collision Saturday morning.

19/04/1950 *Ottawa Journal**Carleton Place*

Truck Hits Moving Train Occupants Escape Injury

Striking the side of a moving freight car yesterday at Britannia street, a truck driven by Foster Dean, Rockcliffe Shelter, was damaged, but neither the driver nor the other occupant, George Viner, 188 McKay street, was hurt.

CNR [sic] brakeman, Charles Thompson, 140 Bell street, on the steps of the box-car, jumped clear and escaped injury. The accident is being investigated by Sgt R. Raby and Constable E. Doyle.

19/04/1950 *Ottawa Citizen**Carleton Place**Britannia Street*

Three Unhurt As Automobile Crashed Train

Three men, including a trainman, narrowly escaped' injury when a truck collided with the ! side of a moving freight train, at a private crossing on Britannia Street, yesterday afternoon.

They were George Winer, 366 McKay Street and Foster Dean, of Rockcliffe Emergency.Shelter, who were riding in the cab of the truck, and a CNR [sic] brakeman Charles Thompson, of 340 Bell Street.

Police were told that the truck driven by Dean had just left the Baker Bros, salvage yard at 76 Britannia Street, when the driver turned left across the road colliding with the last car of a three-car freight train entering the yard on the private siding.

Thompson, occupying the steps of the freight-car to signal the engineer, noticed the oncoming truck and leaped to the road a split-second before the vehicle collided with the freight car striking the spot where the brakeman had been standing.

Although the front and the cab of the truck was extensively damaged as a result of the collision, both occupants escaped from the truck only slightly shaken up by the impact,

The accident was Investigated by Sgt. R. Raby and Constable E. Doyle of the city police.

19/04/1950 *Ottawa Citizen**Winchester*

Train Hits Automobile

By Staff Reporter SMITHS FALLS Two brothers, Harold and John Saunders, of Franktown, escaped death early this morning, when the car they were driving became lodged between the tracks at the crossing between Montague and Elmsley townships, about one mile from here.

The two were heading in the direction of Montague when they decided to turn around and come back to Smiths Falls. They had not cleared the tracks and the car caught in the rails. John came to Smiths Falls to obtain a wrecker and the other brother remained at the scene. The westbound freight from Smiths Falls to Toronto happened along 'several minutes later colliding with the car.

When John returned to the scene, his brother was missing and for over three hours it was feared that he was killed in the crash. After a frantic search it was found that he had got on one of the coal cars of the freight train, which he thought was going to Carleton Place and as a result ended up in Glen Tay, from where he took a taxi to Carleton Place.

Provincial Constable A. Scott of the Perth detachment, investigated the accident. The car was completely demolished.

29/04/1950 *Ottawa Journal**Cornwall Street*

Removing Cornwall's street car tracks.

Cornwall April 29 Cornwall Street Railway, Light and Power Company workmen today started removing tracks formerly used by street cars but now obsolete since a trolley coach system has been installed in the city.

C.I. Bacon, general manager of the company, said tracks on Second Street West from Cumberland Street to the New York Central Railway station are now being removed. When this is completed, crews will start pulling up tracks on Seventh Street West from Pitt to Cumberland streets.

08/05/1950 *Ottawa Citizen**Alexandria**Limoges*

The Canadian National Railway station at Limoges which was threatened by live embers from the fire, was given some protection by a CNR freight train which was moved up and down the track to ward off the live sparks.

08/05/1950 *Ottawa Citizen**Chalk River**Almonte*

Two Die In Level Crossing Crash

Perth Men Are Victims

Train Wrecks Molor Car Special To The Citizen ALMONTE Two Perth men were killed instantly at 1045 this morning in a level crossing accident at Sadler's Crossing, four miles west of here.

The victims were: Donald Hogan and Lome Leaver, salesmen in the employ of the Burchell Supply Limited, of Perth.

Only meager details of the accident were available. It was learned that their automobile was struck by the morning CPR local. The car was reported a total wreck. Neighboring residents rushed to the scene of the crash and found that the two men had been killed instantly. Wreckage was strewn over a considerable distance along the tracks.

Provincial police officers from Almonte and Carleton Place were called to investigate the crash.

The two victims had been fn the employ of the Burchell Supply Company for several years and were widely known in Perth and district.

Provincial Constable E. W. Petty, of Arnprior, and Sgt. Sam Irvine, of the Perth detachment, reported that the car, an English model, was struck by the westbound Ottawa-Pembroke train.

The road near Sadler's crossing runs parallel to the railway line for quite a distance and there is a right angle turn over the tracks.

There was an all-Ottawa crew on the train, Engineer Thomas Barnes, Conductor A. C. Trudeau and Fireman H. Greenlaw.

The fireman told police that he saw the car when about to reach the crossing and was sure it was going to stop. The car kept, on going after slowing down to take the curve. The engineer applied the brakes but it was too late to avoid the crash.

The district coroner from Almonte was called to view the bodies.

Hawthorne Folk Reconciled To Loss Of Homes

Hawthorne Village is getting ready to disappear. People out on the Russell Road, where Hawthorne and the Heron Road meet, and where the New York Central swings off across Russell County away from the Canadian National, are reconciled to the loss of homes, loss of farms, loss of their village. Everything has to go to make way for new railway yards from Hawthorne to the Hunt Club, south of Ottawa.

William Lavert, Hill, Is Killed By Locomotive

A Hull man, William Lavert, 45, of 65 St. Hyacinthe Street, was killed almost instantly after he was hurled a distance of eleven feet by an eastbound locomotive in Hull late yesterday afternoon.

The fatal accident occurred on the CPR right of way, about five hundred feet east of Beemer Station, Hull West at 5.50 p.m. yesterday.

The engine was enroute to the Ottawa Union Station to pick up the North Shore express for Montreal. It was reported that the locomotive had left the roundhouse a few minutes earlier and was travelling backwards at a speed of ten-miles-an-hour when the fatal accident occurred.

Engineer William Rhodes and Fireman Kenneth Cope, both of Montreal, told police that they had failed to observe the man walking along the tracks. They stated that they knew nothing of the accident until they stopped the train after observing a man's hat flying in mid-air a few feet over the engine.

According to the trainmen they stopped the slow-moving engine in a matter of seconds, and, upon searching the scene discovered the man lying near the tracks about eleven feet away from where they believed he had been struck.

Coroner Gerald Bitsson who was notified of the accident rushed to the scene. He reported that the victim had been killed within seconds after he had been struck. The cause of death was stated to have resulted from head injuries, and although examination revealed other multiple fractures the coroner reported that they would not have been fatal.

A letter in Lavert's pocket was the first clue to lead police to the discovery of the identity of the dead man. The landlord of the St. Hyacinthe Street rooming house, however, was unable to give any further information, and early this morning police were unable to learn anything further of the man's past history.

Hull authorities reported last night that any decision regarding an inquest will hinge upon the result of further investigation into the details of the accident. There will be no autopsy into the cause of death.

The probe into the accident is being continued by Inspector Maxime Lavigne, Sergeant Ernest Carriere, Detectives George Dompierre and Jacques Lalonde of the Hull city police

Bridge Sag Caused By Settling

CPR trains will be rerouted from the Alexandra Bridge between Hull and Ottawa for the next few days, while workmen repair a "half-inch" sag in the center of the structure.

The defect in the interprovincial span was discovered early Monday afternoon, during a routine check by Dominion Bridge Company inspectors- The company has been engaged in making extensive repairs to the bridge during the past three weeks, and workmen are continually on the alert against any weakening of the structure, while repairs are going on.

The sag in the bridge was first spotted in the "grillage" which supports the beams of the bridge, and was confined to the center of the span.

As railway officials had determined that the slight defect did not constitute any danger to rail traffic, trains were permitted to use the bridge until early yesterday afternoon, when it was decided to re-route them to expedite the repairs.

Nothing Unusual

E. C. McKay, superintendent of the Smiths Falls division of the CPR, told The Citizen last night, that there was nothing unusual in the halting of rail traffic during the repair of bridges.

"There is no question of danger to the bridge," Mr. McKay stated. "The sagging condition is the direct result of settling, as the result of repairs made during the past few weeks.

"The sagging is very slight. Not more than a half-inch at the most extreme point," he reported.

Railway officials declared there was no reason to expect automobile or bus traffic to suffer while the repairs are under way. Almost two thousand vehicles were reported to have passed over the span yesterday. Motorists were advised that there was no cause for alarm.

Traffic has been asked to slow down to the legal 15-miles-per-hour speed limit during repair operations, and the co-operation of police has been asked to make certain that drivers comply with the request.

W. J. Johnstone, CPR bridge and building master, reported that the bridge is scheduled to be re-opened to rail traffic by 5 p.m. (standard time) Friday. (23rd)

In the meantime, trains that normally used the bridge will be diverted to the CNR cross-town tracks in Ottawa West. Trains going to Hull and north of Ottawa will be re-routed over the Ottawa West bridge.

The CPR dispatcher reported last night that despite the rerouting, traffic was maintaining its normal schedule. Trains were leaving the Union Station at the allotted time, and though one train was eight minutes late yesterday afternoon, the bridge condition was not to blame for the delay.

It was reported last night that repairs on the bridge would require at least two more months' work. Officials warned that traffic would probably be forced to suffer some minor inconveniences for short periods until the work is finally completed.

Will Resume Inquest Into Ottawans' Deaths

Special To The Citizen CARLETON PLACE The inquest into the deaths of two Ottawa trainmen, killed in the CPR train wreck at Ashton, March 18, will be resumed in the Town Hall here Tuesday, June 27, Dr. J. A. McEwen, coroner, stated Friday.

Those who died were Engineer Travers A. Short and Fireman George H. Hannan.

The Inquest was adjourned owing to injuries received by Brakeman Thomas C. Gilmer of Ottawa, but he is now sufficiently recovered to give evidence.

He is the last witness to be heard.

Farm Folk Gather Along Route Of Funeral Train

By The Canadian Press ABOARD MACKENZIE KING FUNERAL TRAIN

A farmer came down through his fields and stood near the tracks. When the train went by he took his straw hat off and stood there in his blue overalls, all alone in the field, his head bowed just a little bit.

Along the way a few miles there was a big red brick house and a crowd of people standing outside and a car or two. If it wasn't that the Mackenzie King funeral train was going through, they wouldn't have been there.

The train didn't stop in its passage from Ottawa to Toronto but the people must have known it was coming and when it was due because they came down to the tracks to see it. There wasn't much they could see, just a train with 15 cars, but they came down just because of what it was and what it stood for.

In Smiths Falls, the station was thick with people in the early evening. They watched the train going by and that was all they could do to say good bye to Mr. King. When they went away into the evening, quiet, saddened people.

You could look through the train windows at the country outside and every once in a while there would be a car or two and a few people standing there, watching the train go by.

They couldn't see Mr. King. His body lay in state in a car where there were many flowers and black and purple drapes of sorrow. He was all alone,

In the cars behind his, the cabinet ministers came together and talked. Maybe they talked of Mr. King, talked about the long, long days when he was boss. Or maybe they talked of Korea for these are rushing, pressing times and times of holidays and it is not always that the ministers come together in numbers as they did aboard this train, 15 or 16 of them. Mr. King would understand.

The other cars held the near relatives and government officials and reporters, all talking quietly. Up ahead in the car alone lay the small, shrunken man with the small, small hands, heading back to his parents' side.

In Toronto the final eulogies would come, the towering, teeming tribute that great cities can pay. In Ottawa, it was that way thousands were in the streets and filing past his bier in a silent sincerity of mourning, all impressive. It would have touched Mr. King tremendously.

But as much as anything he would have been touched by a little scene in a quiet field a farmer and his boy, a young, young boy, standing there In the quiet of the summer night, the man's hand on the shoulder of the boy, watching the train go by, knowing what it was.

Judgment of Train Crews Blamed for Ashton Crash

2 Ottawa Men Killed in March 18 Accident

CARLETON PLACE Bad judgment of the entire crew of an eastbound freight train, a coroner's jury last night ruled, caused a wreck at Ashton Station, March 18 last, which took the lives of two Ottawa railroaders.

The accident, occurred, when a westbound freight crashed the rear cars of the eastbound train which had stopped at Ashton Station with about 15 vans still on the main line. The stop was made to uncouple one car to be left at Ashton.

Engineer Travers Short and Fireman George H. Hannan, Ottawa, on the westbound train were instantly killed and front brakeman Thomas C. Gilmer, Ottawa, seriously injured. The inquest had been adjourned from March 21, to allow Gilmer to recover from his injuries.

In view of the verdict, Crown Attorney J. A. B. Dulmage of Smiths-Falls said it would be necessary to consult the Attorney-General's Department in case further action was to be taken.

Eastbound Crew

The eastbound Ottawa crew composed of Robert Macklem, conductor; George Wilson, engineer; W. K. Bangs, front brake-man, and Oscar Renaud, rear brakeman.

Evidence was that the east-bound train left Carleton Place at 12.40 a.m. and the crew knew that the westbound freight had a stop order at Stittsville until 12.50 a.m.

The westbound was normally due at Ashton at 1 o'clock, but was not expected until about 1.10 a.m. The eastbound arrived at Ashton at 12.52, started to pull into a siding, and then stopped and uncoupled one car behind the engine, which was left at Ashton, on a third line.

Mr. Gilmer sole survivor on the front end of the westbound train testified last night that he was in the engine cab at the time of the collision.

"It was a stormy night and snow was falling, when we left Stittsville at 12.52. We were due at Ashton at 1.10 a.m.

"Were Watching"

"The crew was at liberty to make up 10 minutes and arrive at the usual time of 1 o'clock. At Ashton we were watching for the eastbound freight, which we knew should be in the siding. I first saw the train, when we got inside the switch on the siding where the eastbound was stopped with the headlight off, so we felt the line was clear.

"As we came up to the train we got a 'highball' (blink of headlights) from the east-bound engine that the line was clear. We were travelling about 20 miles an..hour passing the engine, and started pickling up speed again, but we could have stopped if we'd known the line wasn't clear.

"I yelled to my mates that I didn't see lights on the back of the eastbound freight. Then our brakes were put on and the engineer figured on merely a bunt so we braced ourselves. Then it happened.

Had Tested Brakes

Gilmer said his engineer had tested his brakes as they approached the eastbound. They had signalled and received the right answer that the line was clear.

Crown-Attorney Dulmage asked who decides when there is time enough to set off a car.

Mr. Gilmer replied it was up to everybody, but the main responsibility was the engineer's at the front and the conductor's at the rear.

"I was watching for the rear-end marker and failed to see it. We passed the east switch and the engine and there were no markers visible until we passed several cars."

Question: "Is it a railway rule that the rear-end crew of a train causing an obstruction must signal with lighted fuses 1,500 feet ahead on a clear night and 3,000 feet if foggy?"

Answer: "The conductor is supposed to do it or have the rear brakemen carry this out. Three minutes should be enough time to set out such signals."

Previous evidence was that the conductor on the eastbound freight had left his rear van and noticed his train was clear -of the main line. He was unable to signal his engineer as the engine was not in sight and he returned to his van to get a fuse signal, but the accident happened in the meantime.

The inquest was presided over by Dr. J. A. McEwen, and the jury was composed of James Murray, foreman, Harrison Lewis John Hawkins, James Reynolds and Alan Hawkins of Beckwith Township.

Three Ottawa Men Killed When Car Hits Train

Tragic ending to a sports outing a car-train crash at Bell's Corners early Sunday morning brought death to three young Ottawa men and serious injuries to a fourth.

The dead are: Norman Campbell Copping, 32, of 491 Cambridge Street.

Anthony Zito, 23, of 420 Preston Street.

Silvio Tiezzi, 21, of 261 Preston Street.

In Civic Hospital is:

Thomas Smirle, 21, of 135 Concord Street, fractured left leg, right foot partly severed, severe head and body injuries. His condition is said to be critical.

The accident occurred shortly after 12.30 a.m., Sunday when the car in which the four men were driving collided with the Vancouver-bound train at Bell's Corners. (Bell's Corners is eight miles south-west of Ottawa on Highway No. 15).

Killed Instantly

Copping, driver of the car, was instantly killed. Zito died shortly after admission to hospital. Tiezzi died at 3.30 Sunday afternoon, failing to respond to emergency treatment given at the Civic. He had suffered a fractured skull, compound fracture of the right leg and multiple body injuries.

Police reports said the men apparently failed to see the train. The automobile, a 1947 model, collided with a baggage car as the train roared across Highway No. 15 at the crossing just west of Bell's Corners.

The force of the impact threw the automobile engine into an adjoining field. The shattered car body was tossed completely off the highway.

The four men were returning to Ottawa from Stittsville where they had played an exhibition softball game under lights. Three of the men, Norman Copping, Anthony Zito and Silvio Tiezzi, were members of the Stanley Brookes electrical firm team of Ottawa.

Bill Copping, 23, brother of Norman and also a member of the team, said the group of players were driving to Ottawa in four cars.

"Mine was the first car and I didn't see the train coming until the last minute," Bill said. "I didn't have time to stop so I just gave the car the gun and beat the train by about 15 or 20 feet.

"My brother's car was behind mine. I guess he didn't see it either and drove right into it."

Bill Copping said he had not heard the train whistle. There were no wig-wag lights at the crossing.

He added that at the time he knew nothing of the accident and drove on to Ottawa. It was only later he learned of the tragedy.

William Teehan, manager of the team, was following two or three cars behind and did not see the accident. He was one of the first to come on the scene of the crash.

"Grim Sight"

"It was a grim looking sight," said Teehan. "The injured boys were conscious but seemed to be suffering from shock.

"We covered them with blankets as soon as we could and waited for the ambulances to come along."

The manager said he didn't know the cause of the accident because he hadn't seen what happened.

"The boys were overtired from the game," he said, "and that's a dangerous crossing with no wig-wag signal."

Immediately following the crash, the train crew threw on the emergency brakes and brought the passenger-train to a halt a short distance down the right-of-way.

In charge of the train was Conductor Donald St. Denis of Capreol, Ont., and the engineer was James McKenny of Glinn Avenue, Overbrook. They and other crew members rushed to the aid of the injured motorists and assisted in summoning ambulances.

The automobile was in collision with the train just back of the coal-tender. The train, passing by Bells Corners on time at 12.37 a.m., was delayed one hour and 15 minutes by the accident.

At the time of the collision, the train was travelling at about 50 miles per hour. Officials said that, as customary, the whistle had been sounded to give warning of the train's approach.

"Didn't See Train"

Sunday afternoon. Tommy Smirle, lone survivor of the crash, was reported to have said the occupants of the death-car "didn't even see the train." He, Copping, Zito and Tiezzi had been talking about the ball game. Without warning, they had struck the train.

Other members of the team travelling in a third car came upon the accident scene a few minutes later. The Exclusive and Carleton Ambulances were summoned and rushed the accident victims to the Civic Hospital.

Boy Injured When Train Hits Bicycle

Struck by a Canadian Pacific passenger engine as he rode his bicycle over a level crossing at Scott Street and Carruthers Avenue at 6 p.m. Tuesday, Gerald Willis, 10, of 8 Stirling Avenue, is in Civic Hospital suffering from a possible fractured skull and other cuts and bruises.

According to City Police Constables Hugh Rutherford and Edwin Brennan, who investigated the accident, the lad, only son of Mr. and Mrs. William Willis, rode past the right side of a Post Office Department truck stopped on the south side of the crossing, waiting for the train to pass.

"I yelled at him to watch out. there is a train coming," Lionel Clouthier, 297 Montfort Street, Eastview, driver of the truck, told The Citizen.

"I shouted in French but I understand he is an English speaking boy so I guess he did not understand."

Tossed Into Ditch

Clouthier said the boy nearly cleared the crossing, but the engine struck the rear wheel of his bicycle, tossing him into the ditch on the north side of the crossing.

The four-car CPR passenger train, coming into Ottawa from Brockville, was brought to a stop as the last coach passed the crossing and Clouthier and crew members rendered first aid until police and an ambulance arrived.

The injured lad was taken to the Civic Hospital by Carleton Ambulance where he was placed in care of Dr. W. T. McIntosh of 144 O'Connor Street.

Dr. McIntosh said the boy's injuries were moderately severe and would not be fully determined until this morning when X-rays would be taken. His condition was reported satisfactory last night.

The train with engine No. 2211, was in charge of Conductor G. W. Weir and Engineer F. O'Connell, both of Ottawa.

Boy's Death By Train Accidental

Special To The Citizen

ALMONTE The Jury investigating the death of 11-year-old Freddie Leach, who was killed Thursday morning by a train at Almonte, last night returned a verdict of death by accident.

The lad was killed when caught on a CPR bridge with three other companions. The other boys escaped.

Eye witnesses who saw the accident said last night that the Leach boy seemed to stop in the middle of the track while the other lads ran.

The jury strongly recommended that the CPR strictly enforce the "no trespassing" regulation on the bridge. At present the bridge is used by both adults and children despite the warning sign.

Several Witnesses

A number of witnesses were called last night, including Charles Anderson, brakeman of the train, Manford Box, engineer. J. L. Aunger, fireman, Lou Smith, local CPR agent and John Mc Gregor, who saw the accident.

The three boys, Gerald Clemow, Garry Waddell and Billy Anderson, who were with the Leach boy at the time, were also called.

Dr. A. A. Metcalfe, coroner presided. Jury members were: William Shaver, foreman, Charles Kitts, Cameron Smithson, G. D. Hepditch and Patrick Rooney.

Four Escape When Train Smashes Auto

Special To The Citizen ARNPRIOR William Baker of Arnprior, his brother George of Smiths Falls and two small children, ages four and five, narrowly escaped death when their car was struck by a fast west-bound Canadian Pacific freight train at the crossing just west of the station at Braeside, Ont.

The 1937 model car was carried about 200 feet along the track and is a total wreck.

The Bakers, returning from a fishing trip, were proceeding west just below a long hill on the Braeside River Road. The driver, George Baker, was watching the Gillies Bros, and Co. yard, engine approaching and did not notice the CPR freight travelling west from Arnprior until its whistle blew for Braeside.

The car stalled directly on the track. The driver, who is employed with the CPR at Smiths Falls, ran down the track endeavouring to flag the train but the crew was unable to stop in time. William Baker leaped from the vehicle and pulled the children out just before the impact.

Provincial constable R. Andrews of Arnprior detachment investigated.

22/08/1950 *Ottawa Citizen**Winchester**Smiths Falls*

SMITHS FALLS This important CPR divisional point, busy at all times both day and night is, as one railway man put it, "silent as a graveyard."

The last freight train from Montreal pulled into the station at 10 o'clock this morning and in railway slang "died". This was the last train to move in or out of the area and more than 1,000 cars are sitting tight on the 30 miles of railway track in the yard.

Over 1,000 people in Smiths Falls and immediate district are employed with the CPR, in the town itself.

Passenger cars are locked, freight cars sealed, and the locks are turned in the station restaurant, and other public facilities. A. H. Stott, of the CPR investigation department, is in charge of the terminal.

There are no pickets.

No work is being done without orders from the superintendent, E. C. McKay. He was at his office from 5 o'clock this morning until 10.15 a.m. when he left for uptown with two company officials.

From the car shops no smoke can be seen vomiting from the huge smoke stack. The only sign of life around the station and the yards are small groups of men talking quietly about the strike.

One official told The Citizen that they are a splendid body of men and he further added that no untoward action will be tolerated by the unions or by the company.

A union meeting was held in uptown Smiths Falls this morning to inform the men of their strike pay rates

22/08/1950 *Ottawa Citizen**Renfrew**Renfrew*

Special To The Citizen RENFREW People living near the railroad depot here found it hard to sleep during the early hours of the morning there were no haunting noises of the train whistles and the shunting back and forth of freights.

Some 50 men have walked out on strike as did others in stations across Canada.

Everything is orderly. At the Colonial Coach depot, two buses left for Ottawa this morning and were "packed to the hilt". The Renfrew County Bus Line has added extra buses also to the runs.

It was reported that the Renfrew Line is expected to offer their buses to the Colonial line until the strike is over.

Only first class mail and medicine will leave the area every afternoon at 3.30 p.m. both east and west by Colonial Coach. Mail for the Barrie's Bay region will leave by the Renfrew County Bus at 8 o'clock in the evening and will return the next day at noon.

Mail for Calabogie will leave every afternoon at 4.30 p.m.

M. J. Bolger, postmaster was swamped with mail, it was reported and many people were told that only first class mail could be accepted.

22/08/1950 *Ottawa Journal**New York Central*

Strike Situation

New York Central today was continuing its run from upper New York State through to Russell. It was unable to use C.P.R. track into Ottawa, since there were no workmen to handle the switches.

25/08/1950 *Ottawa Journal**Renfrew*

CNR Train and Crew To Take 'Ex': Midway On Half-Mile Run

A train crew, roadmaster, a crossing watchman, two switch tenders and some loaders will be the only railroad employees ordered back to work to move the World of Mirth out of Ottawa, CNR official aid today.

The 38 flat ears owned by the exhibition show will be made up into a train in Bank street yards and hauled by a CNR engine to the New York Central yards - a distance of about half a mile. There, the train and crew will be handed over to the New York Central Railroad for its trip across the border. -

A. R. Mosher, president of the Canadian Brotherhood of Railway Employees, announced yesterday special arrangements were being made to get the World of Mirth back to the States at completion of its week-long stand at the "Ex".

Included in the train crew are the engineer, fireman, conductor and brakemen.

31/08/1950 *Ottawa Citizen**Alexandria**Ottawa Union*

Only two on board

First passenger train arrives

Employees of both railroads are all on the job on time this morning

At the Chateau Laurier, however, it will take a day before new guests can be accommodated and the cafeteria won't be open until Friday. By Saturday management expects everything will be back to normal, with grill and main dining rooms open and full services available for guests.

On the first passenger train to arrive in Ottawa after the strike was CPR 563 from Prescott, which carried two passengers from Smiths Falls.

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01/09/1950 *Ottawa Citizen**New York Central*

NYC Railway Now Running Out Of Ottawa

Trains of the New York Central are running again to and from Ottawa according to an official of that railway company.

Paul E. St. Pierre of the NYC, last night told The Citizen that all freight trains ran yesterday and that the passenger trains will run into and out of Ottawa today.

Employees of the NYC were not involved in the strike, which ended Wednesday night (29/08), but trains of that company were not running on the Canadian side, except for a few freight trains, which did not come into Ottawa.

Yesterday, however, freight trains pulled into Ottawa for the first time in nine days and today the passenger train from Helena, N.Y., will pull into its Nicholas Street siding at 10.30 a.m. (E.S.T.) and will leave from there at 4 p.m. (E.S.T.).

Picture - King Size Scoop - this DW10 Caterpillar Diesel scraper dwarfs the shovel in the hands of Joseph Boileau of Hull, but both have their part in a \$200,000 scraping job that will see the levelling off of the five mile railway cut-off south of Ottawa. The scraper can dispose of 10 cubic yards of earth in a few minutes. Therrien Construction Company has the contract with the Federal District Commission for the job

Joe McVeigh, who used to farm 70 acres in Ottawa about two and a half miles south of Billings road on a concession road just east of the Metcalfe highway was downcast yesterday.

Joe was out of business as a farmer. He is now employed by the R.L. Crain Limited firm.

Joe's farm, house and barn has all been expropriated by the Federal District Commission to become part of the new railway cut-off from Hawthorne to near Bowesville road.

A crew from the Therrien Construction Company, were at work on the McVeigh farm.

They had brought in the first of the heavy equipment they are going to use to grade the land down two and a half feet.

They use scrapers with Diesel engines and, to insure their traction in the wet ground, a tractor bulldozer is pressed into service.

The scraper carries off 10 cubic yards of earth and the average trip is about 20 minutes.

The Therrien firm has 16 cubic-yard scrapers but they haven't reached Ottawa yet.

It won't be long before Joe McVeigh's house, barn and other farmers' homes nearby will be pulled down and the fields cut down to the proper railway grade.

Meanwhile there are cows relishing the rich autumn pastures before those scrapers start cutting.

12/10/1950 *Ottawa Citizen**Renfrew*

Renfrew Vet Hit By Train, Badly Injured

Special To The Citizen

RENFREW Harold Bolger, 30-year-old war veteran, was seriously injured last night when struck by a train near his home in the north part of Renfrew.

Bolger's right leg was severed between the knee and ankle. He also has severe concussion and a broken left arm.

The injured man had gone for a walk shortly before 10 o'clock. Suffering from a disability as a result of the Second World War, it is believed he was unable to reach safety before being struck by the train.

The accident occurred between Bank and Queen Streets where the railway tracks run through the town.

He was - rushed to hospital where he was treated by doctors Ed and Herb Handford.

The injured man is the son of Mr. and Mrs. John Bolger of Renfrew.

14/10/1950 *Ottawa Journal**New York Central*

Mass times velocity gave the momentum to this New York Central Railroad diesel freight train which carried the truck 471 feet down the right-of-way from the Russell road crossing, one mile from Hurdman's Bridge, Friday afternoon. The driver escaped uninjured, his passenger lost both legs and suffered a compound fracture of one arm. He is near death in Ottawa General Hospital. (Journal Staff Photo)

13/11/1950 *Ottawa Citizen**New York Central**Finch*

Casselman Girl Dies Of Injuries

Special To The Citizen CORNWALL

Despite her heroic rescue by an injured Ottawa truck driver. Rollande Vaillancourt, 13, of Casselman, Ont, died in a Cornwall hospital last night of injuries received when the transport truck in which she was riding was struck by a train at a level crossing at Finch Saturday night.

Gerard Dupuis, of Billings Bridge, driver of the transport, was thrown from the cab when the NYC passenger train struck, but he ignored concussion and lacerations to rush back into the burning cab and pull the girl to safety.

The girl suffered a compound skull fracture, abrasions, and third-degree burns.

Taken to Cornwall's Hotel Dieu Hospital with the girl and Dupuis was four-year-old Pierre Vaillancourt, Rollande's brother, and son of Mr. and Mrs. Rene Vaillancourt of Casselman. He was treated for head bruises and released. Dupuis was detained for further treatment.

Provincial police said that the tractor-trailer combination driven by Dupuis had entered the level crossing on Highway 43, near Finch, 21 miles northwest of Cornwall, directly in the path of the NYC locomotive, driven by William Sweeney, Massena, N.Y.

The trailer was torn free of the tractor and thrown to the ditch alongside the tracks. The tractor, however, was carried 200 feet by the locomotive before the train came to a halt.

Thrown clear of the cab, which had burst into flames on impact, Dupuis, disregarding his own painful injuries, rushed to the badly wrecked and burning cab and pulled the Vaillancourt girl free.

Ottawa Conductor

In charge of the train, which was en route to its terminal at Helena, N.Y., was conductor D. L. Porter, 95 Florence Street, Ottawa.

Engineer Sweeney told Police that the train had been stopped at the Finch station and was just picking up speed when it reached the level crossing. At the time of collision the train was travelling at 15 miles per hour, he said.

Dr. J. O. MacLeod, Finch, gave emergency treatment at the scene of the accident, and supervised the removal of the injured to hospital by ambulance.

Investigating were Ontario Provincial Police Constables A. H. Barker, Cornwall, and Bernard Polnicky, Casselman.

13/11/1950 *Ottawa Journal**New York Central**Finch*

Train Truck Crash Costs Girl's Life

A 12-year-old Casselman girl, Rollande Vaillancourt, died in Hotel Dieu Hospital, Cornwall, at 10 o'clock Sunday night and two other persons, one of them the girl's brother, are recovering from injuries suffered in a transport-train crash at the New York Central Railway crossing at Finch, at 5.35 p.m., Saturday.

The child died from a compound fracture of the skull and third degree burns to both thighs.

All in Cab.

Pierre Vaillancourt, five year old brother of the injured girl suffered head injuries, cuts and bruises to the body. His condition is reported as "good".

Third person injured and driver of the Taggart transport involved, was Gerard Dupuis, 27, of Billings Bridge, who sustained a severe gash to his forehead requiring 10 stitches, and burns to hands and body; condition is good.

All the injured were in the cab of the transport at the time of the collision and were all thrown clear of the wreckage before the cab burst into flames 200 feet from the point of impact.

The New York Central line, a single track, crosses highway 43 at the easterly limits of the town. The engine, pulling three passenger filled coaches had stopped at the Finch station 2,000 feet from the level crossing to discharge passengers.

Pulling out slowly to continue its run to Cornwall, the engine struck the westbound cab of the transport broadside between the right front wheel and cab door. Bursts into flames.

The trailer was uncoupled from the cab by the impact and rolled over into the south ditch east of the track, while the cab was carried down the track 200 feet where it burst into flames.

Engineer was William Sweeney of North Maine, Massena, New York, while the conductor was D.L. Potter of Ottawa.

Dupuis told police he was a friend of the Vaillancourts and was taking the children for a drive in the transport.

Constable A H Barker, OPP of Cornwall investigated

Driver Critically Injured in Car-Train Collision

James "Jimmy" Lee, 23-year-old construction worker with the Foundation Company of Ontario, of Chelsea, Que., was critically injured shortly before five o'clock last night, when the car he was driving was struck by an Ottawa-bound CPR passenger train at the Parkdale Avenue level crossing on Scott Street. Rushed to Ottawa Civic Hospital in the Ottawa Fire Department's emergency car, when an ambulance could not be obtained, Mr. Lee was detained with undetermined internal injuries, possible fractures of both legs and deep shock. However hospital authorities later reported his condition as "favorable." Sgt. William Cowan of No. 2 police station, who took charge of the investigation into the accident, reported that Mr Lee was travelling south on Parkdale, when he was struck by the eastbound passenger train. Minutes before, he had left the site of a construction project under taken by the Foundation Company of Canada, near the tracks, on Parkdale Avenue.

He had driven his light early model Ford coupe less than a distance of 100 feet, without changing gears, when he was struck by the locomotive. The impact hurled the car, the driver firmly wedged inside, an estimated distance of 120 feet. It finally came to rest in the ditch, bordering the north side of the tracks.

Only with great difficulty were passersby able to pry the injured man, still conscious, loose from the wreckage

The eastbound passenger train, slowing down for a quick stop at the Ottawa West Station, just east of Bayview Road, was driven by CPR Engineer James Cummings of 42 Bayswater Avenue. He told police he had sounded his whistle before approaching every one of the string of crossings west of the station and that his bell was sounding continually.

His statement was corroborated by his fireman, Donald Heney of 126 Brockville Street, Smiths Falls, CPR brakeman Bert Scharfe of 67 Smir'e Avenue, and Clifford Trudeau, 1019 Gladstone Avenue, conductor in charge of the train.

Constables Hugh Rutherford and Rex Renaud of No. 2 police station, first to arrive at the scene of the near fatality conducted the preliminary investigation and controlled traffic across the CPR right-of-way.

21/11/1950 *Ottawa Citizen**Chaudiere***Train, Auto In Collision At Crossing**

An Ottawa woman was only injured, and her husband escaped unhurt, when the car in which they were riding in a level-crossing with a CNR freight train on Gladstone Avenue, near the American Bank Note Company late yesterday afternoon.

Ruth Waldron, 35, of 294 Crichton street, a passenger in her husband's car was treated for minor injuries about the face, following the crash. She was not detained in the hospital.

Police were told that the Waldron car was travelling west on Gladstone Avenue during yesterday afternoon's heavy down-pour and the driver apparently failed to notice the westbound freight train until they were directly in the path of the train.

Engineer Jack Dale, 22 Clary Avenue, reported that he did not see the car at the crossing until it was too late to brake the heavy train. He stated that the train was travelling at a very slow speed, at the time of the accident.

Yesterday's train-car crash was the fourth level crossing accident to occur within the Ottawa city limits during the past few weeks.

There was no watchman, and no signals were employed at the crossing where the accident occurred.

Constables Hugh Rutherford and James Reynolds were called to investigate.

27/11/1950 *Ottawa Journal**Carleton Place**Westport***Trees on Railway Tracks.**

While tending power lines that had fallen in Springfield Park, three members of the Fire Department were credited with saving the lives of a CPR train crew by flagging down a fast freight before it plowed into a tree lying across the tracks.

The three are Lieut Joseph "Curly" Moynahan, Fireman Norman Thebarga and Fireman Ed. Hill. All are stationed at No. 1 Station in Westboro.

The three had the live wires under control when the CPR transcontinental train, west-bound to Vancouver went by just before midnight Saturday.

Four minutes later a huge elm crashed down across the main line.

Fireman Hill knew a fast freight was due, heading west. In about 10 minutes.

A radio call to the Fire Alarm Headquarters was relayed to the CPR dispatcher but apparently never got to the freight because it roared out of the east right on schedule and heading for the tree blocking the track.

Lieut. Monaghan and Fireman Fireman Thebarga raced east down each side of the track waving flashlights. Fireman Hill drove his pumper alongside the track, turned on the siren, and began flicking his headlights. He also turned on the red, rotating flasher lights on the front of the pumper.

The freight halted only a few feet from the tree, which would have derailed the engine and tender.

18/12/1950 *Ottawa Citizen**Carleton Place***Only \$50 Loss In Crash Of Auto, Train**

A car-train crash which ended in nothing but about \$50 damage to the car occurred last night about 8.15 p.m. at the intersection of Hinchey Avenue and Scott Street.

Driver and only occupant of the car, Eddy Brunet of 76 Murray Street, was uninjured when his vehicle, travelling south on Hinchey Avenue, was struck on the right side by a slowly-shunting locomotive in charge of Engineer William Sargeant.

According to Brunet, he did not see the engine until it struck his car. Only the slow speed of the engine averted what might have been a more serious accident. The accident was investigated by Constables Earl Lamourie and Gerry Raymond of No. 2 Police Station.

20/12/1950 *Ottawa Journal**Ottawa Electric***Track-Jump Tangle Tally: \$1,000**

A derailed tram on Bank street, just north of Somerset street, tied up traffic for 40 minutes and caused more than \$1,000 damage when it plowed into two parked cars at six o'clock last evening.

The tram, one of the "Methuselah models" pensioned off by Toronto some years ago finally came to rest wedged between the second of the two parked cars and southbound tram.

Police said the derailment was apparently caused when a switch failed to function properly as the operator, Irving Robinson, 84 Bronson, avenue, was swinging north on to Bank from Somerset.

There were no passengers in either of the parked cars at the time. Passengers on both trams escaped injury.

Constable Kenneth Spratt walking along the east side of Bank street at the time, said the derailment did not become apparent until the rear end of the tram suddenly veered to the east side of the street some 120 feet north of Somerset.

Out of control, the rear end successively crashed two parked cars on the east side of Bank, owned by Jean A. Riopelle, 575 MacLaren street, and Lawrence McLean, 218 Russell avenue, respectively.

Damage to the Riopelle car, which was jolted against a fire hydrant, was \$750; to the McLean car, \$200. The derailed tram suffered \$100 damage.

The front end swung to the west and, came to rest against the side of a second tram, operated by George Tanner.

Constable Spratt was aided by Sgt Reginald Raby and Constable Prosper Bruyere.