

CANADIAN
PACIFIC
WRECK
PEMBROKE
AUGUST 1930

PULLMAN CONDUCTOR IS HERO OF WRECK AT PEMBROKE YARD

Cuts Way From Trap at
Guides Trans-Canada's
Passengers to Safety

4 HURT; DAMAGE HEAVY

(Special Despatch to The Globe)

Pembroke, Aug. 29. Four persons were injured, three seriously, early this morning, when the Canadian Pacific trans-Canada Limited train left the rails at the entrance to the Pembroke yards. A battered and twisted wreck scattered along the bank of the Ottawa River is all that remains of the engine, while four of the six cars which comprised the train are damaged considerably.

The injured are John Shouldice, fireman, 86 Loretta Street, Ottawa; George Clark, engineer, 34 Preston Street, Ottawa; Basil Watson, 63 King Edward Street, Ottawa; and Lester Weeks, porter, 4023 Notre Dame Street, Montreal. None of the passengers was injured.

Shouldice is the most seriously hurt of the group. He is not expected to recover. His skull was fractured and he was severely scalded by escaping steam. When rescuers arrived, Shouldice was still in the cab which had become detached from the engine, and was buried in sand which had virtually filled the cab. Clark, the engineer, was hurled into the river, where he was found a few minutes after the crash. He is suffering from a broken left leg, fracture of the left arm, burns and other injuries, including a deep cut on his nose.

Watson, who was not a member of the crew, but was riding in the cab, was burned about the face and head, while the porter, Weeks, sustained no injury other than a damaged thumb.

Conductor's Bravery Praised

The heroism of the sleeping-car conductor, who had to cut his way through a heavily screened window when he was held captive in the half-buried wreckage of a coach, was described by appreciative passengers who had been guided to safety through his unceasing efforts. Once freed from his prison of steel, heedless of his own predicament, his first thought was of the passengers imprisoned in the pullmans piled in a distorted heap along the river bank. Grateful passengers, still dazed from the distressing scene, spoke feelingly, and with great praise of his untiring efforts in their behalf. Other passengers, sitting in silent vigil, near the scene of the wreck were high in their praise of the kindness and thoughtfulness of Pembroke residents, who rushed to the victims with hot coffee and refreshments, and helped relieve the situation in every way possible.

Inquiry at the hospitals and from medical attendants late tonight, elicited the information that Shouldice's condition is unchanged, and that Watson is also in a critical condition. Engineer Clark is expected to recover. It is estimated that the total damage to property will be about \$100,000.

Switch Is Blamed

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The accident occurred about 12.50 a.m. as the train westbound, was pulling into the local yard. When interviewed in the hospital, Engineer Clark was unable to account for the crash. It all happened so suddenly, he asserted, that he did not know what occurred. Several theories are advanced, but until an investigation is made by railway authorities, no statement will be made, according to Superintendent Tobin of Smiths Falls, who reached Pembroke early this morning, and is superintending the work of repairing the damaged line and getting the cars back on the track. Some who were at the scene of the accident early, state that the train entered an open switch, and this is considered the most probable explanation of the cause of the smash.

When the engine left the track, it plowed through the sand between the track and the river bank before toppling over. The baggage car, which was immediately behind the engine, ran past the engine, as did also the dining car, next behind, and the baggage car came to a stop in a position at right angles across the track. The dining car and three Pullman sleepers left the rails and were carted over on their sides but were not damaged greatly, two cars remained on the rails. Passengers, most of whom had retired, received a shock and some were thrown from their berths.

Narrowly Escape Plunge.

It is considered little short of a miracle that the entire train did not plunge into the Ottawa River. The tracks run parallel with the river and are only about twenty feet from the water. Steel construction of the cars also averted a heavy death toll.

When the engine left the rails the tender and cab were ripped apart and the tender plunged from its chassis and came to rest beside the boiler. The cab was detached from the boiler and

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hurled almost into the river and partly
buried in the sand. The fireman who
remained in the cab was dug out with
shovels. Pieces of apparatus from the
engine were scattered along the bank
of the river, about 30 feet. Telegraph
poles were snapped off and wires were
a tangled mass.

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