

ONTARIO
NORTHLAND
DIARY

WRECKS AND
COLLISIONS

Yarmouthman Killed

FIRST BAD ACCIDENT ON THE T. & N. O.,
IN WHICH THREE MEN ARE KILLED
AND SEVERAL INJURED.

NEW LISKEARD, Ont., July 8.—The first bad accident on the Temiskaming and Northern Ontario railway occurred at 6.20 o'clock last night when, through the breaking of a coupling while the train was pulling up a heavy grade, three men were killed and several others injured, among the hurt being G. S. Stearns, G. T. P. agent of New Liskeard, whose leg was broken in two places. The accident occurred about 35 miles north of New Liskeard on a portion of the line operated by Contractor A. R. McDonnell. At a point known as Swanson's Cut there is a grade so heavy that an auxiliary engine is kept on hand to push trains over the rise. Yesterday afternoon a heavy train in charge of Engineer O'Connor made a dash at the grade and the auxiliary engine followed to lend assistance. When the train had climbed a considerable distance Brown noticed that the two rear coaches had broken away, and were pushing down upon him. He brought his engine to a stand still but had not time to back away before they smashed into his cowcatcher. The first of the passenger coaches stopped dead, telescoping a baggage car which followed. Three unfortunate men who were standing on the platform between two cars were instantly crushed to death. In the car passengers were thrown about violently, a number being scratched and cut, and Stearns having his leg broken. He is resting easily this morning at his home in New Liskeard.

L. C. Potter, one of the dead, is a man of advanced years and is said to have a wife, but no children, in Yarmouth.

F. Mills, another, is a prospector. He is a man of middle age about whom practically nothing is known.

In his pocket was found an envelope containing a letter addressed to F. Mills. It bore the Detroit postmark.

Percy Jordan, cook, in whose pocket was a letter from his wife in Carleton place.

G. S. Stearns, G. T. P. agent, died from his injuries today.

Digby N.S.
Carrier

JULY 13 1906

New Liskeard Speal

AND TÈMISKAMING NEWS-LETTER.

VOL. 2. NO. 35.

NEW LISKEARD, OCTOBER 10, 1907.

STEP

Englehart News.

Fatal Accident on T. & N. O. Line.

A deplorable accident occurred to A. R. Macdonell's gravel train on Saturday evening about 6.40, when one Italian lost his life, and four others injured, and a loss of rolling stock amounting to \$7500. The train left Englehart with about one hundred Italian laborers for the gravel pit at the Second Crossing after their day's work, and while on what is called Scott's crossing in township of Chamberlain, the train ran into three cows that were lying down on the track. The night being dark and the cars being pushed ahead it was difficult for the engineer to see the obstruction and in less time than it takes to relate six new dump cars were piled one upon another. The wonder is more lives were not lost. Every assistance was generously rendered by Mr. Superintendent Cassidy, who with his usual promptness ordered medical attendance, and with the Doctor was quickly at the scene of the accident.

Before Police Magistrate Hartman and Williams Hugh, J. P., on Wednesday last Mrs. E. Irwin made her second appearance to answer the charge of selling liquor without a license. The court was crowded and much interest was taken in the case. A number of witnesses swore they had whiskey of various degrees of strength. Mr. A. Jones of Haileybury, who defended, severely cross-examined the witnesses, and pleaded almost in a dramatic manner on behalf of his client, appealing to the magistrates and Inspector Blackwall to be chivalrous and dismiss the case. After nearly five hours hearing the court found the defendant guilty. It being the second offence the penalty was four months without the option of a fine. Sentence was postponed for two weeks.

Sunday October 6, witnessed the opening of another Church here. Although the last to open its doors to public worship it is certainly not the least in appearance, it is now one of the ornaments of the town. By hard work and perseverance the committee have been rewarded for their labor. Those who have built here know the difficulties that are to be overcome before their work is finished. The Reverend Father Latulip who has during the past twelve months taken an active interest in his parishioners here, celebrated mass to a crowded congregation and preached an eloquent sermon, taking for his text, "Without God buildeth it is of no avail." The Rev. gentlemen expressed his pleasure at seeing a number of Protestants present saying "I want our Protestant brethren to know our Church should be the

that a \$5,000,000 smelter was to be established at North Cobalt. Since then, nothing has been said on the subject, nor have we been able to learn that anything has been done. Last Spring, we were also led to believe that there was to be a similar establishment at Ville Marie; but of late there has been nothing more said about it. In the mean time, the Montreal company have acted as though if there were to be a dozen smelters in this country theirs would be the thirteenth, and these are the men who succeed. While others talk, they work and do things. We shall not be surprised if the Trout Lake (or North Bay) smelter will do the work of this country; and we hope their enterprise will be amply rewarded.

The smelter will have a daily capacity of 2000 tons, with one storage capacity of 75,000 tons, or about 3,000 cars. The charges for the treatment will be approximately \$10 per ton, with some little variation, according to ingredients and the smelting company pays freight in all cases as far north as New Liskeard, as the smelting company has secured special freight rates. About 200 men will be employed at the new smelter.

accept a reasonable wage. Yes those days will be as sure to come as it is certain that the tide comes and goes. The manufacturer will say to his men: Our articles of manufacture are a drug on the market; prices are reduced; we must close down, or you must work on half-time, or at reduced wages.

OCTOBER 11
1907

Fatal Accident on the Line.

Engineer Thomas Gold Killed.

It becomes our sorrowful duty to report the death of our much respected townsman, Thomas Gold, engineer of engine No. 106, on the T. & N. O. Railway line, which occurred on Tuesday morning at 8.10 o'clock. He ran the train which picks up the pulpwood along the line, and on the morning in question, this train left here at 6.35. Some distance up the line above Earlton, the cars were left on a siding, and with the tender and caboose, the engineer was taking the pulpwood foreman, Mr. Brock, to Heaslip, going at from 5 to 6 miles an hour. When near Taylor's Creek a little over a mile south of Heaslip, the engine, tender and caboose suddenly upset, and went down the embankment, 15 or 20 feet, to the bottom. At the time Mr. Brock was on the engineer's seat, and the fireman, Mr. Libbey was also in the engine-room. The latter jumped through the window, while Mr. Brock immediately sprang to the tender, going down with it. The engineer had his hand on the lever at the time and threw on the emergency brake and stopped the machinery, but was terribly crushed in the wreckage. The conductor, Mr. W. H. Miller, and the two brakemen, Messrs. Boland and Quirt, were in the caboose, and also went down. As soon as possible, they all tried to get the engineer out, and ascertain if anything could be done to save him. They found, however, that he was crushed to death, and it was a long time before the body could be removed.

On Wednesday an inquest was held in the Town Hall by Coroner Codd, when a most thorough inquiry was made as to where, when, and in what manner Thomas Gold met his death. The conductor, fireman, two brakemen, the section foreman, road master, and the foreman in charge of the pulpwood, all gave evidence, bearing out the facts as above stated; but it was not possible to arrive at a definite conclusion as to what caused the engine to jump the track. Mr. McIlwain subjected all witnesses to a cross-examination. Mr. Hartman also examined some of the witnesses. A broken rail was discovered, but the general belief is that the rail was broken by the engine while leaving the track.

The engine was running backward at the time, and it is probable that a piece of coal or other some obstruction, threw the tender off, and it dragged the engine and caboose off.

Deceased leaves a widow, two small children, father and mother and sister, as well as a large number of friends to mourn his loss. The funeral was conducted by the Free Masons of North Bay and New Liskeard, Messrs. Boncher and Morris, representatives of Nipissing Division 308, Brotherhood of Locomotive Engineers, and probably a dozen of the Brotherhood of Locomotive Firemen, were also at the funeral.

The jurors made a recommendation to the Railway Commission to make generous provision for the family of deceased.

Mr. Black, general superintendent, and Mr. Codd, coroner, were

there when the accident occurred. The child was knocked down, her face being on the ground; but in a moment she raised her head, when the mother-love asserted itself, and her mother put her arm in front of the wheel and held the child's head down, and shouted for her to keep her head down. One wheel passed over the arm, but it was not cut off, and until the eight cars passed over the little girl Mrs. Storing kept calling to the child to keep her head down, and in this way her life was saved. Then the mother was carried home in a faint. Three doctors were soon on the scene, and on Friday or Saturday Mrs. Storing was brought to the Lady Minto Hospital. It is hoped that the arm may be spared. She can move the fingers. When we called to see her on Tuesday, she was in a cheerful mood, and showed us a letter she had just received from her husband in which he said the baby tells people "not to go near the cars". The little girl is the youngest of eight children, and will always remember what her mother did to save her life. Mrs. Storing is a strong, healthy woman, and has stood the pain, which, she says, is terrible, very well.

New Liskeard

July 12

1907

MIRACLE NONE WERE KILLED

Score of Passengers Injured in Cobalt Special Wreck—First on T. & N. O. of Its Kind—List of Those Hurt

(From our own Correspondent.)

North Bay, January 26.—The accident to the Cobalt Special on the T. & N. O. Railway yesterday morning was the first wreck of a passenger train on the Government's railway, and from the circumstances attending the accident, it is a miracle that many were not killed.

The train was running about twenty-five miles an hour when suddenly the rails spread from weather conditions and part of the train plunged down a 20-foot embankment.

The engine and baggage car remained on the track and one pullman was left perched on top of the bank while the other cars crashed down the declivity with terrific force.

The work of rescue began immediately. The telephone line was tapped and assistance summoned from North Bay.

Doctors McMurchy, Bell and Johnston arrived with the wrecking train, which was early on the scene, and the wounded received attention.

At first it was thought that no serious injuries had resulted but examination revealed the fact that seven passengers were severely hurt, but the most serious was in the case of C. Lombard, of Iroquois Falls, whose skull was fractured. He is, however, expected to recover.

The wounded reached North Bay at 11.30 p.m. and were taken to the hospital here.

J. W. Bradley was taken through to Toronto to St. Michael's Hospital on the Cobalt Special.

The list of injured is:

J. W. Bradley, Toronto, cut lip and sprained ankle.

Stephen Bradley, Toronto, cut about the head.

George Caron, Orillia, cut and bruised.

Anderson, Sweden, hurt about the head and shoulders.

C. Lombard, Iroquois Falls, seriously injured, having a badly fractured skull and being badly cut about the face, in addition to his nose broken.

S. Normal, badly cut about the head.

W. J. Stewart, Powassan, slight cuts on the head.

H. O. Wall, North Bay, slight injuries cut on the head and bruised ankle.

R. D. McNabb, Toronto, wrist injured.

John Cairn, badly cut about the

Lombard is a T. & N. O. Railway section foreman at Iroquois Falls, where he has a wife and child of fifteen months. He was on his way home from North Bay when the accident occurred. His face is a mass of cuts and bruises. Both eyes are closed up and swollen and there is a wound on the forehead with a slight fracture of the skull.

Dominic Meson, an Italian, on his way to work on the Grand Trunk Pacific construction, was bright and cheerful this morning and talked in animated but excruciating English of his wife and two babies in Italy. Meson's injuries are not serious.

In the next car George Leroux, a married man of Callander, was evidently suffering considerable pain but able to talk about the accident.

"I am employed at Elk Lake," said Leroux, "and was returning from a visit to my family in Callander. In the second class coach of the Cobalt Special I had fallen asleep, when I awakened, suddenly conscious of a terrible shaking of the car, accompanied by a grinding, crashing noise. Everything seemed to be going around. Valises and boxes were cannonading in a smashing, jamming way through the car.

"Something struck me with terrific force on the head and the next thing I knew two of my friends were pulling me from under the seats and removing boxes from my body. Upon getting clear I was amazed at the scene and expected that many were killed, as the car I was in was fully forty feet from the rails at the foot of a steep embankment. It was a hard place to do anything as the snow was deep and the tracks torn up."

The wreck patients at North Bay hospital are C. Lombard, Iroquois Falls; A. Anderson and B. Womell, Swedes from Kenora, going to work on Grand Trunk Pacific construction; John Chiezza, John Gantano, North Bay; Dominic Meson, Italy, and George Leroux, Callander. J. W. Bradley of Toronto was taken to St. Michael's Hospital there.

The above named embrace only the passengers severely injured. Others were able to continue the journey after having cuts and bruises attended to. The injured were all taken from the second class car, but to see the wrecked cars in the ditch, how many managed to escape instant death is truly amazing.

Fortunately, Dr. Swain of Grace bridge was on the wrecked train and rendered valuable assistance to the wounded, pending the arrival of the relief train with Drs. A. McMurchy, Bell and A. O. Johnston.

The wreck happened shortly after nine o'clock in the morning and the car with the injured did not reach North Bay until after eleven o'clock.

COBALT SPECIAL WRECKED NEAR NORTH BAY.

Passengers Injured But Not Serious - The Special South Will Run Tonight

Although some seriously injured, but no fatalities, were reported from the crash of the Cobalt special train near North Bay, Ont., last night, the special train will run tonight.

The Cobalt special train, which left Toronto at 8:30 p.m. last night, was wrecked about 10 p.m. near North Bay, Ont. The train was carrying passengers and freight. The Cobalt special train is a passenger train which runs between Toronto and Cobalt, Ont.

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January 25
1909

The Cobalt Daily

VOL. I, No. 2.

COBALT, ONTARIO, MONDAY, JANUARY 25, 1909.

COBALT SPECIAL WRECKED NEAR NORTH BAY.

Eighteen Passengers Injured But Not Seriously— ly—The Special South will Run To Night

(From our own Correspondent).
North Bay, January 25.—The Cobalt Special express from Toronto, leaving North Bay at eight o'clock this morning, was ditched on the T. & N. O. Railway near Jocko, thirty-three miles north of North Bay. Two first-class and Pullman cars, and one second-class went over an embankment, the baggage car and engine remaining on the rails.

Nobody was seriously injured, but eighteen passengers sustained flesh wounds from broken glass. Master Mechanic Allen was on the wrecked express and at once took charge. Brakeman Toole walked back and sent on information. An auxiliary was at once rushed from North Bay, with Supt. Black in charge of the wrecking crew.

Although the track was badly torn up, it is expected that traffic will be resumed in a few hours.

The cause of the wreck is not yet known.

ADD wreck BNBNEBN BNB BNB
2.15 p.m.—The road will be cleared in about an hour.

Enquiries by The Nugget in Cobalt resulted in the information that, contrary to general rumor, the Cobalt Special, leaving at 6.33 to-night, will be run. A special was despatched to the scene of the wreck from Latchford and will convey passengers to the north, arriving here on the 6.09 train.

January 25
1909.

CAFE CAR TO

1/3/1912
BE RUN NORTH

It has been rumored that the T. & N. O. have made final arrangements with the Grand Trunk railway and will run the cafe car attached to the Cobalt special, north to Porcupine on 47 and returning 46 after Jan. 10. Although no official announcement has been made regarding the date, it is known that the commission has decided to run the cafe car north at an early date. Travellers to and from the gold camp will welcome the news that the cafe car will run north as it means that meals can be had at the regular hours instead of at times when the train reached Englehart as in the case at present, some time before the regular hour for dining.

January 3
1912

June 17 1912
Engine No 123
of the TNO ran into
a washout June 16
causing a derailment
and serious injuries to
Engineer A. Newman

The washout was at Mlang
16 and was on of four between
North Bay and Widdifield

IS TELL OF

YESTERDAY'S WRECK

Several Passengers On 47 Received Cuts and Bruises in the Crash

Freight train. This morning's train passed the scene and although the wreckage of the engines is still piled on the side of the track, the main line has been cleared. No official report of the wreck has been given out from headquarters. According to hearsay a flagman was sent back a mile to warn 47 and the train is supposed to have passed the red flag. The flagman did not have any torpedoes with him at the time. When the engine crashed, the trains rebounded some three feet apart. The tender of 136 on the passenger train telescoped into the express car for several feet, but this was the only damage done to the Cobalt Special beyond the damaging of the engine. Engine 121 on the freight train did not fare as well. It received the full force of the hit and had not engineer James McKarrow and his fireman jumped when they saw 46; they would have been instantly killed. Fireman Dan Smith, stuck to the cab on 126, after he had applied the emergency brake, while his fireman Carmichael jumped to his death. Freight cars were piled high in the air, including a carload of concentrates shipped from Cobalt which were strewn over the tracks. A car load of high-grade ore, however, was not badly damaged.

A peculiar feature of the accident was that the crew of the freight train, in charge of conductor Ed. McCommy, had been in the wreck at Thorncroft the previous evening when four of their cars jumped the track and delayed 46 for several hours. The cars were replaced on the track again and were mixed up in the second accident the following morning.

Councillor S. B. Ritchie, of New Liskeard was a passenger on the Special yesterday morning. He was asleep in his berth in the pullman in the rear of the train and when the crash came he was rammed against the end of the berth, the blow almost stunning him. He said the crash of the two engines could have been heard for a considerable distance. Pullman Conductor George Temple was in the smoking room, when the crash came and he was thrown against a door and a cut over his right eye required three stitches. One of two other passengers received minor cuts and bruises from the force of the shock. William Tindler, another New Liskeard passenger on the train, was in the first-class coach, and the minute the engine crashed together he hurried off the train. Just where he alighted the body of Carmichael, the fireman was lying on a pile of ties at the edge of the track. He lit on his side and death must have been instantaneous, his back being broken in the jump. According to Mr. Tindler another man, who had just come out of the North Bay hospital with a broken leg, had the limb broken in the same place again and was taken back to the hospital.

The passengers were transferred to train No. 4, the mixed which left Cobalt at 8.45 in the morning, and they returned to Cobalt about 1.45 yesterday afternoon, it being the only train that was run north. The passengers on No. 46 last night had to be transferred around the wreckage and only one pullman was attached to the train until after the wreckage was passed.

Quick progress was made by the T. & N. O. in clearing the wreck of No. 47 at Riddle yesterday when the Cobalt Special piled head-on into a freight train. This morning's train passed the scene and although the wreckage of the engines is still piled on the side of the track, the main line has been cleared. No official report of the wreck has been given out from headquarters. According to hearsay a flagman was sent back a mile to warn 47 and the train is supposed to have passed the red flag. The flagman did not have any torpedoes with him at the time. When the engine crashed, the trains rebounded some three feet apart. The tender of 136 on the passenger train telescoped into the express car for several feet, but this was the only damage done to the Cobalt Special beyond the damaging of the engine. Engine 121 on the freight train did not fare as well. It received the full force of the hit and had not engineer James McKarrow and his fireman jumped when they saw 46; they would have been instantly killed. Fireman Dan Smith, stuck to the cab on 126, after he had applied the emergency brake, while his fireman Carmichael jumped to his death. Freight cars were piled high in the air, including a carload of concentrates shipped from Cobalt which were strewn over the tracks. A car load of high-grade ore, however, was not badly damaged.

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August 9

1912

8/9/1912

PRINCE A NUGGET FROM HOLLINGER

H.R.H. Was Given Warm
Reception by Residents of
Far North.

GONE TO HAMILTON

Royal Train Passed Through
Cobalt Going South After
Midnight.

The Royal train, en route from Timmins to Hamilton, passed through Cobalt on its southward journey shortly after midnight. Hundreds of cheering people from the northern part of the district greeted the Prince at Timmins. An enthusiastic crowd in which citizens from Cochrane, Matheson, South Porcupine, Iroquois Falls and other points were represented, cheered the heir to the throne. A platform was erected beside the station for the official reception of His Royal Highness and the Timmins' Citizens' Band rendered music during the visit. In automobiles the Royal party then proceeded to the Hollinger mine, where a suitable program had been outlined for his inspection of the mine. There he was presented with a gold nugget, suitably engraved.

The reply of H.R.H. to the address presented to him on behalf of the municipality of Timmins reads as follows:

Mr. Mayor,—

I am most grateful for your cordial address. It is a special pleasure to me to have been able to pay even this very fleeting visit to Timmins and the Porcupine district. I know how valuable your natural resources are and how rapid your development has been, and I wished particularly to make acquaintance with a part of North Ontario for myself.

Timmins owns its full number of veterans, men and women, from the great war, and I thank you most sincerely for the welcome which you have given me in their name. It was the fighting forces of Canada on the Western front which first taught me something of the spirit of this great Dominion, which appeals to me so much, and I am always glad to have an opportunity of seeing my friends of the Canadian Corps again.

I will gladly convey to my father, the King, your warm assurance of loyalty to his Throne and to the free British institutions which he represents. In his name I wish the town of Timmins a prosperous and happy future.

1919 Royal
Train over
ONR

October 17

1919.

Operator Is Not Guilty Decides a Liskeard Jury

New Liskeard, June 6.—Joseph Gillice, T. and N. O. operator on duty at Englehart on August 28, 1923, the day of a fatal head-on collision near Dane, was found not guilty by a jury at the sessions here. Judge Hartman, in discharging the jury, remarked that he disagreed with the verdict.

Gillice was charged with criminal negligence, it being alleged by the Crown that he had neglected to give the conductor of a north bound freight a schedule order governing the movements of a south bound train of empty coaches. The trains met on the main line and three men were killed. Gillice admitted not having delivered the order, but it was urged in his defence that he had notified the despatcher at North Bay of the freight's departure in ample time to have the other train held at Dane. The despatcher, J. H.

Dwyer, declared that he had not received the notice until it was too late to take action and that he had been swamped in a rush of business after wire communication, which had been affected by a storm, was restored. Dwyer had been charged with a similar offence, but he told the court that the proceedings had been stayed.

In a written verdict the jury thought Gillice's "excessive duties" were a reasonable excuse for his failure to deliver the order, that Dwyer should have checked

June 6
1924

January, 1923.

CANA

Head-on Collision on T. & N. O. Railway.

A head-on collision between two freight trains took place on the Timiskaming & Northern Ontario Ry., Nov. 15, 1922, at 12.25 p.m., when second no. 85, locomotive 138, northbound, met extra 134 south at mile 68.5 north of North Bay. The accident was due to the crew on second 85 overrunning a 31 order held by them. The accident resulted in the death of Gordon Kay, of North Bay, the fireman on extra 134 south, \$27,000 damage to the locomotives, and about \$4,000 damage to box cars. The crew of second 85, consisting of Z. E. Filiatrault, locomotive man; J. Kennedy, conductor; B. Lord, fireman, and T. J. Doherty and A. T. Larome, brakemen, were dismissed from the railway's service. All were charged with criminal negligence, but the charges against the firemen and brakemen were dropped, while those against Filiatrault and Kennedy led to an investigation before a jury at North Bay, early in December. At the investigation, Filiatrault and Kennedy admitted their responsibility for the accident, stating that they had become confused in connection with the orders held by them. The last 31 order received had changed second 85's meet on extra 134 south from Timagami to Doherty siding, south of Timagami, and the collision occurred when second 85, northbound, had passed Doherty siding. The jury found that the accident had been caused by negligence on the part of the accused, who were allowed to go on suspended sentence.

November 22
1922

Toronto Globe August 29 1923
Two trainmen die in TNO
Collision

Two trains met head on
in a rock cut at mileage
158 on the TNO at 10:15
this morning

Brakemen Fowkey and Kirkwood
were scalded to death and T. Woolings
one of the engineers is in critical
condition from severe scalds
he received when trains met.
The others injured ~~are~~ are
T. H. Prophet, fireman; L. Newell
fireman; John Fisher conductor
and C. Kelly engineer.
Conductor Robison was the only
man to escape

The northbound way freight
a southbound train of empty
coaches met in the rock cut
with terrific force. There was
no warning
— Both locomotives locked
together

Premier Ferguson
requests full report

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requests full report

Collision on Timiskaming & Northern Ontario Ry.

We are officially advised that a serious accident occurred on the T.&N.O.Ry. on Aug. 28, at 10.20 a.m., at mileage 157.5 north of North Bay, when passenger car extra 146 south, consisting of 20 empty cars and a van, collided with no. 97, a northbound way freight; that brakeman Foulkes of train 97, and brakeman Kirkwood of extra 146 south, who were riding on the locomotives of their respective trains, were killed, and that locomotive man Woolings of extra 146 south succumbed to his injuries on the same day; that damage to equipment consisted of 3 passenger cars destroyed and 2 badly damaged; both locomotives badly damaged and 9 freight cars damaged; and that the accident was caused by operator Joseph Gilliece, of Englehart, failing to deliver 31 order no. 13 to the conductor of no. 97.

An Englehart press dispatch of Sept. 4 stated that a coroner's jury had found that the accident was due to Gilliece's negligence, as mentioned above, but had added a rider saying that if operators were properly checked from the head office, such errors as that made by Gil-

August
28
1923

Ry & Marine World
October 1923 p 487

ENGINE STRUCK TRUCK

Driver Of Truck Containing Fourteen Persons Failed To See Engine Until On Tracks

*Coroner's Jury Returns Verdict of Accidental
Death; Party Was Starting Berry-
Picking Expedition*

That David Germain came to his death at about 12:40 p.m. Sunday, Aug. 12, as the result of being thrown several feet out of a truck in which he had been riding, the said truck being accidentally struck by Engine No. 133 of the T. and N. O. Railway, as the truck was crossing the T. and N. O. track at a crossing known as Connelly's Crossing in North Bay, no blame being attached to anyone.

The foregoing is the verdict of a coroner's jury which sat on Monday afternoon in the city hall to enquire into the circumstances connected with the death of David Germain, 12-year-old son of Euclid Germain, 137 Second avenue east, who met instant death in a level crossing accident on Sunday when a truck driven by his father and bearing members of his family, his brother and family and members of the family of N. Nolasseau, was struck by a T. and N. O. light engine at Connelly's Crossing, as the party was proceeding east on the Trout Lake road on a berry-picking expedition.

The inquest was presided over by Dr. A. E. Ranney while T. E. McKee appeared for the crown. Evidence was taken from occupants of the truck and members of the train crew.

The father, Euclid Germain, who drove the truck, testified that he was taking a party including members of his family and his brother's family and the family of N. Nolasseau, to pick blueberries. He stated that he did not see the engine until the front wheels of the truck were on the tracks. It was then about fifteen feet away. Realizing that to apply the brakes at that time would imperil the lives of the entire party, he stepped on the accelerator in the hope that he could cross in safety.

According to Mr. Germain, the engine struck the truck on the left rear corner throwing it for a distance of about fifteen feet and over on its side. The unfortunate boy was seated on an improvised seat in the corner when the impact occurred. In the opinion of the father the boy sustained fatal injuries when his head struck a fence. Mr. Germain stated that his attention had been centred on rough parts of the road as they approached the crossing, and for that reason he might not have watched closely for approaching trains. He stated that he did not hear the whistle or bell. He first saw the engine when his truck was partly astride the railway tracks. "If I had applied the brakes then it is likely the whole party would have

in all in the party. He did not see or hear the engine until it was upon them and when the truck was astride one of the rails. His boy was slightly injured in being thrown to the ground.

N. Nolasseau was seated on the right hand side of the truck with his back to the driver's cabin. He neither saw nor heard the engine until both it and the truck were on the crossing. He gave no alarm as he thought it possible for the truck to squeeze past without being struck.

Dr. F. E. B. McGilvery told of having viewed the body on Monday morning and observing injuries to the forehead, chin and also the back of the head. He attributed death to a fractured skull and a broken neck.

Slight Bruises

In the truck at the time of the accident were Euclid Germain, his wife and infant in the driver's seat. In the rear seated on an improvised seat were the driver's brother, David Germain, Henry Germain, 15, Eva Germain, 8, and Roy Germain, members of the driver's family; N. Nolasseau and two members of his family, Clare and Dorella. All the party excepting the deceased boy miraculously escaped injury other than for slight bruises.

August 14 1928

Elman \$1.25
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OBALT

Haileybury
Dealers

ELK LAKE, Oct. 17.—A meeting of the Elk Lake Ladies Liberal Association was held in the Miners' Hall this afternoon. Mrs. A. L. Tremblay was chosen as president, Mrs. Brochner as chairman, and Mrs. McLorley as secretary. There were about twenty ladies present. The meeting was adjourned till evening where the ladies met at the home of the president, Mrs. A. L. Tremblay. Mrs. Brochner in the chair. A committee which was appointed to canvass the town consists of five ladies, Mrs. McLorley, Mrs. J. Theriault, Mrs. H. Champagne, Mrs. S. E. McKee, and Mrs. A. L. Tremblay. The women are very optimistic and expect to obtain a good result by Monday.

MEDAL CONTEST
will be held in the
PRESBYTERIAN CHURCH
TONIGHT
Commencing at 8 o'clock.
Under the auspices of the Cobalt
W.C.T.U.
ADMISSION 25c & 15c.

Farlane submitted as his entry, and which won second prize in the contest. "Afraid" is a short story of the war, nearly five thousand words in length, having as its theme the psychological effect of fear in the regeneration of a coward. The writer spent several weeks in its psychological effect of fear in the story is laid at the front at the time of an attack and only two characters are introduced about whom the plot revolves. Properly speaking it has no hero, the leading character being painstakingly painted as a moral weakling until the final paragraph when the great regeneration comes into his life and shows him what the war really means and what he is really fighting for.

NEW LISKEARD
NEW LISKEARD, Oct. 17.—Mr. H. Hotherington of Hanbury, is in charge of the fire team now instead of Mr. Pyette, who has resigned. The T. and N. O. station was the scene of great enthusiasm yesterday morning over the arrival of the Prince, whose train stopped for ten minutes on its way north to Timmins. The pupils of the three schools were present en masse to welcome him with patriotic songs, and the teachers were among the guests who had the honor of being presented. A half holiday was granted to the schools in the afternoon. The death of Truman Forsyth took place at his home in Dymond township yesterday afternoon, after a prolonged illness. For the past couple of years the deceased was a patient in the Lady Minto Hospital and had just been taken to his home a few days before his death. Mr. and Mrs. Rod Fleming of Huntsville, are the guests of Mr. and Mrs. W. G. Armstrong. Mrs. James Harvey, accompanied by her son and daughter, have returned home after spending the summer at Waverly, Ont. Miss May Stadelman, and Master Hedley Miller, were patients in the Sisters of Providence Hospital, Haileybury for several days, both having been operated on.

LATCHFORD LOCALS
Mrs. I. B. Bradley visited Haileybury on Wednesday. Mr. and Mrs. Conkey motored to Haileybury Wednesday. Quite a number from here attended the reception given in honor of the arrival of the Prince of Wales at Cobalt on Thursday. Mr. Dan McDonald of the White Reserve mine was in town Wednesday. Mr. Ralph Taylor, Liberal candidate, assisted by Taylor Pipe and Bob Howie, held a well attended meeting here Wednesday evening. Mrs. George Schneider visited friends in Haileybury Thursday.

PRIVATE WIRE installed in the Grand Theatre, New Liskeard, when all election returns from the Provincial centres will be received. Also a good program. Monday evening, October 20th. "Have you ever played the Ponies? See how Mae Marsh picked a winner in 'The Racing Strain.' A race-track romance of the Bluegrass, being shown at the Grand Theatre today and Saturday. A pleasant social evening was spent at the home of Mr. and Mrs. Peter Smith, North Cobalt on Thursday evening, when a large number of friends gathered to bid them good bye, prior to their departure for

IF THIN AND NERVOUS, TRY PHOSPHATE

Nothing Like Plain Bitro-Phosphate to Put on Firm, Healthy Flesh and to Increase Strength, Vigor and Nerve Force. When one stops to consider the best of thin people who are searching continually for some method by which they may increase their flesh to normal proportions by the filling out of ugly hollows, the rounding off of protruding angles with the attendant bloom of health and attractiveness it is no wonder that many and varied suggestions along this line appear from time to time in public print. While excessive thinness might be attributed to various and subtle causes in different individuals, it is a well known fact that the lack of phosphorus in the human system is very largely responsible for this condition. It seems to be well established that this deficiency in phosphorus may now be met by the use of an organic phosphate known throughout English-speaking countries as Bitro-Phosphate. The assimilation of this phosphate by the nerve tissue soon produces a welcome change in our body and mind. Nerve tension disappears, vigor and strength replace weakness and lack of energy and the whole body soon loses its ugly hollows and abrupt angles, becoming enveloped in a glow of perfect health and beauty and the will and strength to be up and doing. CAUTION.—While Bitro-Phosphate is unsurpassed for the relief of nervousness, general debility, etc., those taking it who do not desire to put on flesh should use extra care in avoiding fat-producing foods.

PILES Do not suffer another day with itching, bleeding, or protruding Piles. The surgical operation required is performed by Dr. Chace's Ointment will relieve you at once and as certainly cure you. Write to all dealers, or Edmanson, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

HOUSE AT WEST sale or rent. Free Woolworth's.
FOR SALE—YC twenty-eight to dred pounds; also and waggons. At Stewart, New Lib
FOR SALE—ONE mares, 5 and 6, 3100 lbs. Good s Ridley, New Lib
FOR SALE—DOY sleigh, the nes Canada. Offers, the 28th Oct. Ad Nugget Office.
FOR SALE—WA house, also fu piano, typewriter, C. Weston, Lak Haileybury.
BLACK SIBERIA sale, Frederick Shore Road, Ha
FOR SALE—LI ness, with comp houses in good. Severt, Phone
FOR SALE—HOI ture, 24 Nickel
FOR SALE—YC twoen Boston, Cl four-foot quartz gold. Write P. 18 Russel Street
FOR SALE—B radiation piping ley, Main St., H
FOR SALE—I Thought" Rang tion, with tank 1 baby sleigh, 1 1 Box Couch, 1 Prospector's Rubber Boots, St., Haileybury.
FOR SALE—FIV modern conv party leaving t Lang Street.
FOR SALE—TW ers; used one se Haileybury.
FOR SALE—freshening in A Gillard, Mileage
FOR SALE—5 H all conveniences Apply 212 Lang Cobalt.

WANTED TO
WANTED—TO H second hand motor, New I Co-Operative Co Liskeard.
WANTED TO BUY of Dry Tamara inches long, see dealers to Box

SAID—
vacuum Cleaner
e Best
T OF THE HOUSE
AMA-PACIFIC EXPOSITION 1915.
In competition with 18 other makes, the Eureka was declared par excellence—THE BEST—for deep cleaning—easy running—mechanical excellence—beauty of design.
The Eureka has a hundred cleaning uses. Special attachments for upholstered furniture, portieres, mattresses, etc., make it indispensable about the house.
sive Eureka Feature
nt to the Eureka is marvelously simple and hange from cleaning carpets to cleaning matly nothing to screw on or take off. Just let are all ready to use the hose. This feature und on the Eureka.
EMONSTRATE THE EUREKA

ARDWARE LIMITED
Branch

July 9 1937

Freight derailment
on T&N Branch

Four cars of a
T&N freight train derailed
on the Remy branch this
morning General Mgr. A. H.
Cavanagh told The Ringier
that no person was hurt
and the damage was not
heavy. He said that
the cause has not been definitely
determined as yet but it is
believed to have been a
defect on the truck of a
Coal car

Three of the cars were left
standing while the fourth carrying
coal was partially overturned.
Mr. Cavanagh said he expected
the track to be clear by 3:30 PM. North

hatchford August 20 1937

George Shaw engineer of
the lumber shunter in the Gordon
Company's lumber yard had
his leg badly injured Weds.
just after 1 PM. He was
starting the engine when
it backfired hitting him
in the leg.

October 29 1937

Rail Engine Strikes Auto Injuring Four

4 persons were
injured when an auto
was struck by TND
switch engine No 220
at the Makamie road
level crossing just east of
Noranda early this morning
000

occurred 6²⁰ am
within yard limit east
of CNR Noranda Station

July 15 1912

The water tank at
Tomiko station on the TNO
Ry containing 40,000 gals of
water collapsed July 12 at about
9 o'clock in the evening and
block 2 trucks. The collapse was
due to undermining of the
foundation

Jan 2 1923

The last spike was driven on the new Alutkai light railway from Iroquois Falls to Hughes last week and the line declared open for use. The gold spikes ~~are~~ one at each end of the railway were driven by George Anson manager of Alutkai Transport and Navigation Corp and F H Anson asst mgr of the Alutkai mill

BRAKEMAN ON BOARD RUNAWAY COAL CAR

Ends Mad Ride by Managing
To Apply Brakes to
Runaway Section

Sept 27 1937

New Liskeard, Sept. 27—Breaking away from a Temiskaming and Northern Ontario swing train in the Cobalt railway yards Friday, a coal car containing approximately 50 tons of scrap iron was finally halted a mile north of here by a brakeman who clung to the runaway car after it had sped 12 miles through towns and villages and over level crossings on the main line of the railway at a speed estimated at more than 60 miles an hour. No damage was done by the car.

Engineer Helpless

Leslie Joy, Englehart, brakeman attached to the swing train crew, was credited with halting the runaway car after he had boarded the car as it left the Cobalt yards. Attempts of the engineer to catch up to the runaway after his engine had been detached from other cars were futile.

As the car gained momentum down a 332-foot downgrade northward, Joy, noticing the breakaway more than 100 yards away, boarded the car as it sped past. He was finally able to halt the heavily loaded car with the mechanical brake.

A section gang working near Hall'sbury cleared their car from the tracks, jumped for their lives, and stood helplessly and watched the madly careening car pass. Station officials at Cobalt notified operators along the line and the right-of-way was cleared of traffic.

HALT BUSINESS

New Glasgow, N.S., Sept. 27—(CP)—A New Glasgow laundry company had to close down its ironing machines when thousands of small ant-like flies swarmed over Pictou County. The bugs were falling on the white clothes.

September 27
1937

NOV 8 1950

Tender Derailed Near Goward Stn.

TEMAGAMI, Nov. 8—(Staff)—A derailed locomotive coal-tender, held up the ONR's northbound passenger train at Goward, two miles north of here, this morning.

The tender derailed just as the train, No. 47, was pulling into the Goward station. Railway workers re-railed the tender and the train proceeded after a half-hour delay.

There was no serious damage.

November 8

1950

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Writer

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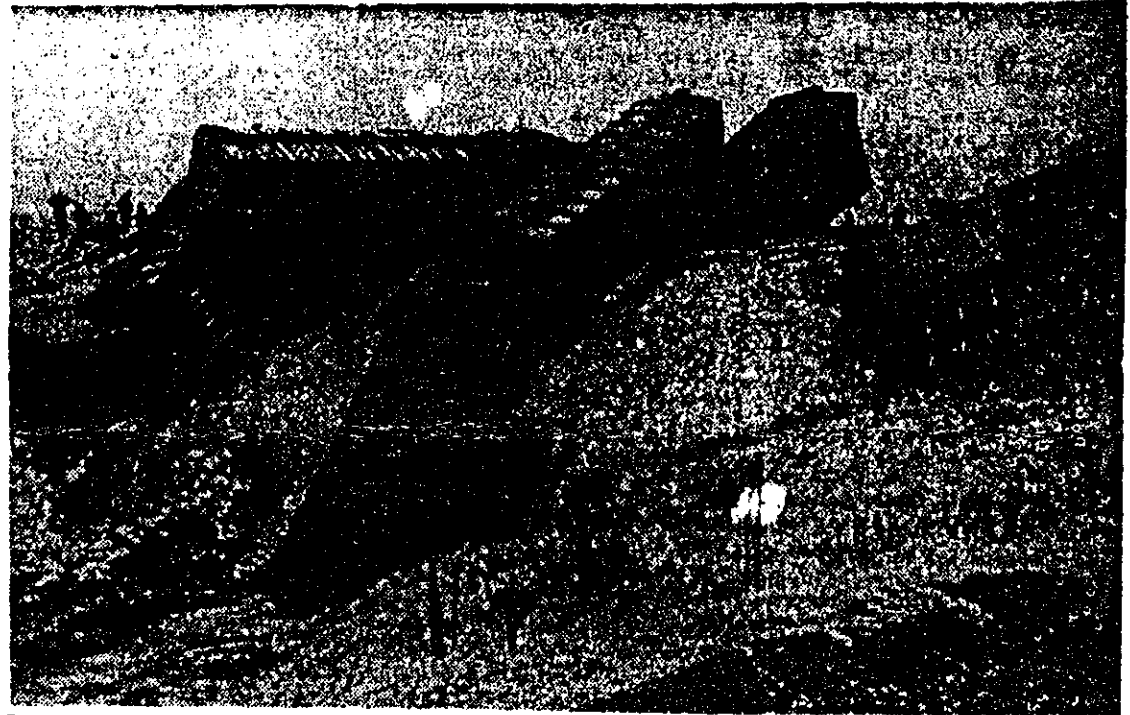
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es meet again at

Henry I. Hodes, chief
office delegate, told
negotiators Satur-
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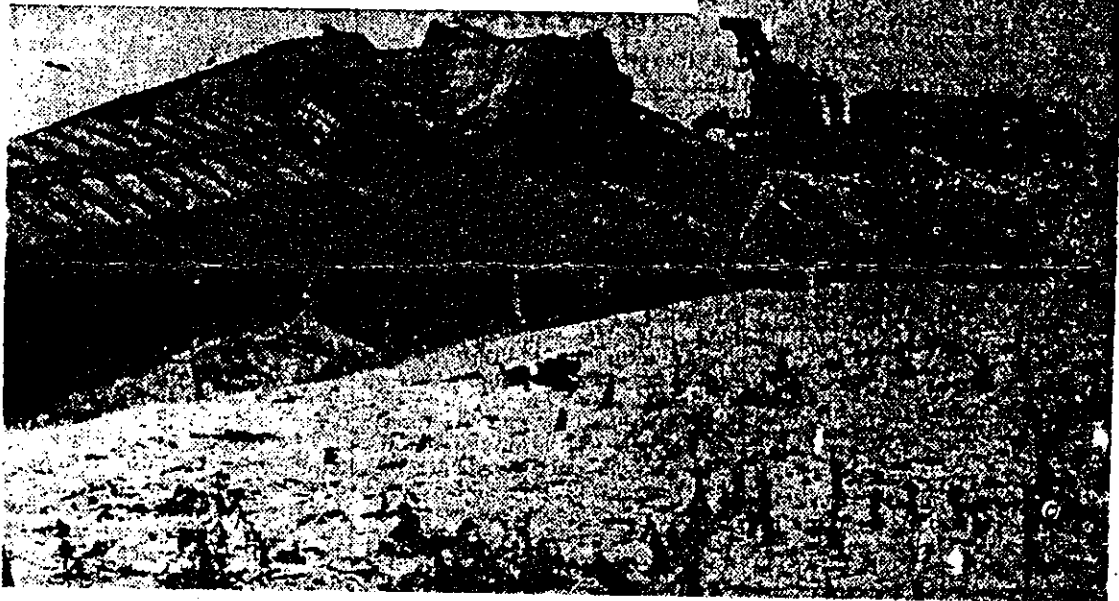
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line, then a new
will have to be
said.

J. Levie, official
 spokesman, said the
munist reply came
can we would have

indicated the Reds
the proposal, Hodes
staff officers of both
(Page 2)



Cars Topple Like Toys in Derailment



—Nugget Photo

Fourteen boxcars and a diesel locomotive were derailed early Friday at Uno Park, six miles north of New Liskeard on the Ontario Northland Railway. Auxiliary crews worked throughout Friday and last night to repair the ONR's main line for resumption of normal traffic. Slightly injured when

the freight train left the rails were A. Jardine; Englehart, general superintendent, and E. C. Leishman, conductor, North Bay. These photos show the pile-up of box cars, with a crane clearing the track in the BOT-
TOM PHOTO.

\$200 Million Pledged . . .

Nov 17 1951

Railways Clear Train Wreckage; Lines Re-opened

Railway lines out of North Bay to Toronto and Timmins were back in use today after two railways completed the tough job of clearing wreckage in a freight collision and a freight derailment.

This morning workmen completed repairs to the Ontario Northland Railway's main track at Uno Park where a 14-car derailment chewed up track and timbers early Friday morning.

Friday afternoon, the Canadian National Railway announced clearing of its North Bay-Toronto line at Severn Bridge where three railway men died in a two-freight collision late Wednesday night.

Passenger traffic on both lines was returned to schedule.

During the disruptions the CNR re-routed its trains through Capreol and ONR passengers were ferried by bus between New Liskeard and Englehart to by-pass the wreck.

November 17
1951

Dec 31 1951

31 Cars Jump Track In Big ONR Derailme

Normal traffic on the ONR is not expected to resume until Tuesday, following a 31-car derailment Sunday afternoon, an official said today.

The derailment occurred about 3.25 Sunday afternoon three miles north of Bushnell, at mileage 50 in the isolated Temagami Forest Reserve.

No crew member of the south-bound, diesel-hauled freight was injured.

Traffic is being handled by buses and other vehicles between Temagami and North Bay.

Details on the derailment were still scanty this morning, and the cause had not been determined. Many of the cars piled up and were badly smashed.

Railway officials said that the double-diesel unit and the first 10

cars of the train remained on the tracks; the following 31 were derailed, while the last 10 cars remained on the tracks. The train was made up of 35 loaded cars and 16 empties.

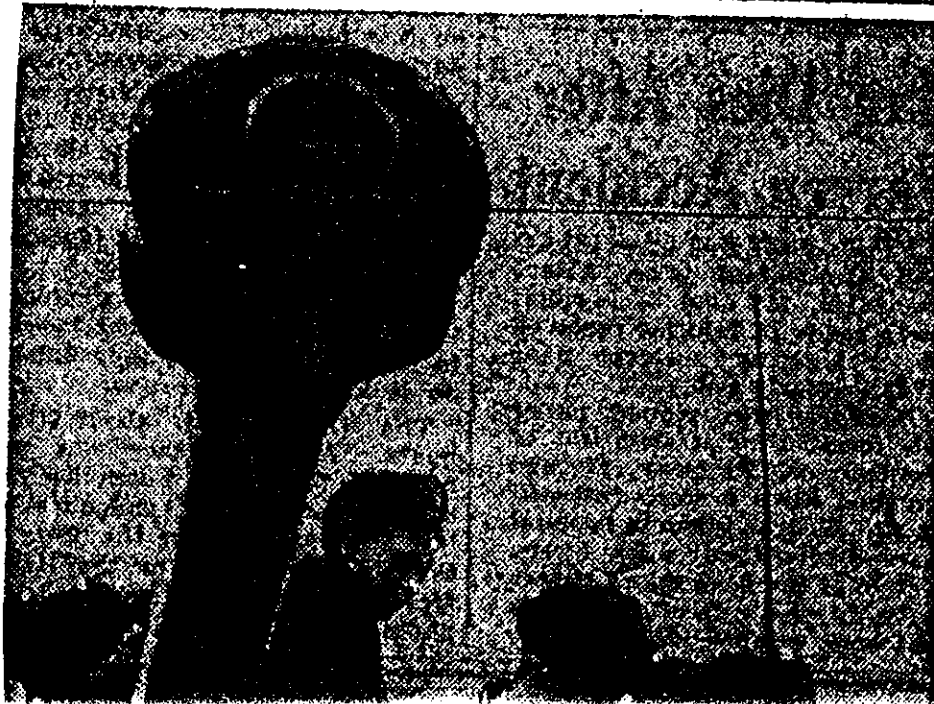
Contents of the derailed cars was rough freight, such as ore from Noranda, asbestos fibre from Matheson and pulpwood.

Some of the cars were badly smashed and piled one over the other. Communication lines were disrupted to some extent, but service was not entirely cut.

The train was in charge of Conductor C. D. Connelly, with Engineer Gordon Bishop, both of North Bay.

ONR officials said that a 31-car derailment was unusually large.

Auxiliary units from North Bay and Englehart arrived at the scene last night.



December 31
1951

Engine, 17 Boxcars Derailed on ONR; Work to Clear Line

The locomotive and 17 empty boxcars of a northbound ONR train were derailed early today about 40 miles south of Timmins.

The train was also carrying a number of passenger cars, which were not damaged or derailed. The engine of the train reportedly left the tracks, and toppled on its side, but no injuries were reported.

ONR General Manager Alvin Jardine said in North Bay today that passengers had been transported by bus to Timmins.

The wreck, which occurred this morning at about 4.30, involved the ONR train on the Englehart-to-Timmins run. Reports from that area indicate that damage is heavy, and that smashed boxcars are spread on the rail embankment well off the tracks.

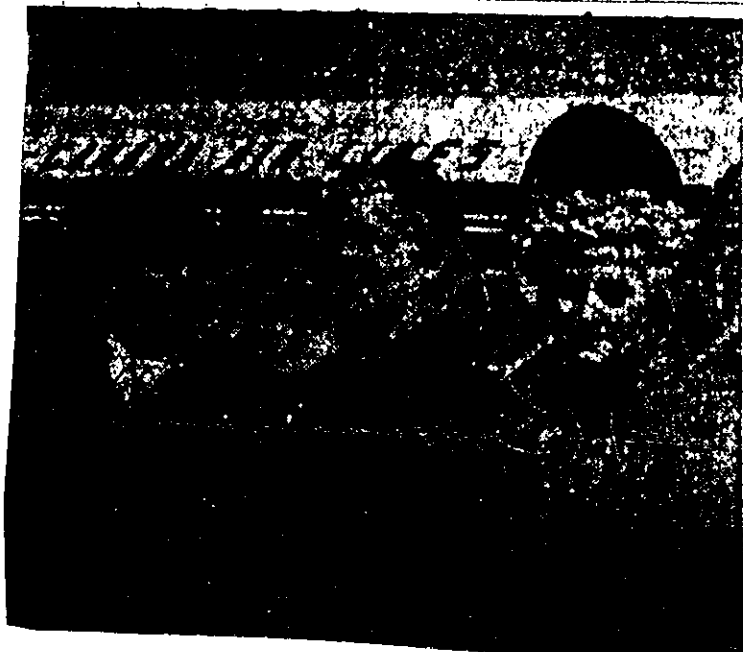
Mr. Jardine said damage to the tracks and communications

along the crash scene is heavy, and that it will take some time before the wreckage is cleared and normal rail traffic can be continued.

The general manager estimated that the smashed cars would not be cleared before late today, and that the service between Englehart and Timmins would be held up for that length of time.

The crash scene is 221 miles north of North Bay, 55 miles north of Swastika, and 40 miles south of Timmins, between Monteith and Kelso.

Railway officials say they have no idea what caused the derailment, but Mr. Jardine said an investigation into the cause has been launched. Mr. Jardine said also it was too early to make an estimate of damage in the wreck.



April 25
1960

RCAF Albatross

OTTAWA (CP)—The Albatross, the RCAF's new search and rescue aircraft, went through its paces Wednesday for Defence Minister Pearkes and earned his praise — "a very impressive sight."

The air force has come up with a new word, triphibious, to describe the plane which will replace the elderly Canso flying boat at four rescue bases across Canada. The Albatross, powered by two 1,525-horsepower engines, can land on runways, water or snow.

The air force is spending some \$12,000,000 for 10 of them which will be based at Greenwood, N.S.; Trenton, Ont.; Winnipeg and Vancouver. The plane is manufactured by the Grumman Aircraft Company at Bethpage, N.Y.

Starlings May Be Key to Air Crash

BOSTON (AP) — Hundreds of dead starlings—on a Logan International Airport runway — may hold the key to New England's biggest airplane disaster that took 61 lives late Tuesday.

Gen. Elwood Quesada, federal aviation administrator, expressed this possibility Wednesday as civil aeronautics officials began an investigation of the crash of a four-engined Eastern Airlines Electra just after take-off.

"We are convinced," the general said, "a large number of starlings were at the end of that runway when the plane took off. When these birds are ingested by a jet engine they can disrupt the delicate airline of the engine and cause a stall."

station, pulled a shotgun on owner Alvin McIntosh with the warning "I'll let her go."

Mr. McIntosh grabbed the barrel of the gun as it was pressed to his ribs and held it in the air as he wrestled the bandit.

During the struggle a motorist, drove into the station and the gunman jumped into his car and fled in the direction of Fergus.

Yard Wednesday said an elephant tied to a parking meter in the swank Mayfair district might damage his car, parked nearby.

Dubious authorities investigated and found the elephant—an advertisement for a circus—with its attendant. He had deposited two shillings in the meter.

ONR Gen. Mgr. Shaken Up When Train Leaves Rails

Injuries were limited to "bumps and bruises" when an Ontario Northland Railway southbound train was derailed about 400 yards from the Porquis Junction station about 6:45 p.m. Wednesday.

One of the injured was Alvin Jardine, general manager of the ONR who was riding in his private



ALVIN JARDINE
ONR Mgr. Has Bruises

car. He said today he had been "just sitting" at the time and impact came so suddenly he was thrown by the force of it to the end of the car. He suffered bruised ribs and side, but proceeded to North Bay.

After leaving the track, the engine turned over on its left side at right angles to the track. A baggage car, two coaches and the superintendent's business car were derailed but remained upright. The accident did not halt traffic on the line. The engine crew, none seriously injured, were from Timmins, Mr. Jardine said.

The ONR train was No. 150, travelling between Cochrane to Porquis Junction. The derailment occurred at a cross-over of tracks. Railway officials have not yet confirmed its cause. One of the passengers, matron of the Moose Factory hospital, checked the injured prior to the arrival of an Iroquois Falls physician, Dr. Steve Leggat.

Other tracks in the yards enabled traffic to continue on the line. Passengers from Timmins were taken to their destination by bus. A Toronto sleeper on the train was not derailed.



BIG ENGINE IS THROWN INTO DITCH

(Continued from Page 1)

scious in the home of Dr. Victor Menard here where they were carried after the crash.

Trotter sustained two light scalp cuts and facial abrasions, while Peterson escaped without a scratch.

Didn't See Train

The truckers, in the employ of the A. J. Jupp Construction Company currently working on a highway near Stinson, were bound for Sturgeon Falls, and had been running parallel with the tracks for some distance before reaching the level crossing which turns north to enter Verner before again continuing eastward.

Trotter told police he had looked up and down the track before starting over the crossing but saw no train. His big 10-ton truck was clear of the track, dragging the 30-foot trailer behind when Trotter suddenly saw "The Bullet" roaring down on him from the west.

He jammed the accelerator to the floor in an attempt to clear the crossing, but the fast freight clipped the rear of the trailer sending it spinning to the far side of the track.

Paralyzed with fright, Trotter and Peterson were "frozen" to their seats in the truck cab and made no attempt to jump.

Thrown Clear

As the truck, dragged by trailer coupling against the engine, was dragged some 40 feet, Trotter and Peterson were thrown clear.

At the throttle of "The Bullet" which the C.P.R. rolls out of Toronto to North Bay via Sudbury on a fast schedule to compete with north-bound truck traffic, was Engineer J. H. Gagnon of North Bay. Other crew members were Fireman E. T. McFarland and Brakemen I. H. Sanderson and W. Childerhose, all of North Bay.

As the Trans-Canada highway and the C.P.R. tracks run side by side for some distance west of Verner, Engineer Gagnon saw the truck and the 10-wheeled trailer approaching the level crossing and instinctively knew that if both truck and train continued there would be a smash-up.

Truck Driver Trotter had not seen the fast freight which approached him from the rear and continued on to the sharp bend just before the level crossing. Engineer Gagnon threw on the emergency air, but the heavily loaded freight, travelling as it was at a 40-mile-per-hour clip, slid at an almost imperceptibly reduced pace into the trailer on the level crossing.

The rear of the trailer was smashed, and it is believed that a piece of steel put the heavy engine off the track. The powerful locomotive ran 100 yards along the right of way tearing up ties and rails, and then swinging its nose to the north, plunged down off the grade and buried its front three feet deep in a clay bank at the edge of the right of way.

Couplings Snap

Five cars, two flats and three box, jumped the rails but remained on the grade, the train couplings snapping between the engine tender and the first flatcar.

The tender plunged with the engine, telescoping itself against the back of the cab.

At 10:45 a.m. today, two hours after the crash, a wrecking crew from North Bay was at work restoring the tracks for traffic.

Acetylene torch men were burning the tender loose from the engine, a gang of some 55 track

DANCE TONIGHT

at
TOP HAT Pavilion
MUSIC BY
TOP HATTERS
8-Piece Orchestra
Free Taxi from
Superior Cab

VOTE FOR NOVEMBER IN BRITAIN

(Continued from Page 1)

new legislation were needed "to meet an unexpected situation."

"I think Parliament has dealt with all that is felt to be necessary at the present moment and the House can be assured that the country now is ready for an emergency."

Declaring that Parliament should not take such a long recess in a "crisis perhaps graver than any we have known," Mr. Orsenwood contended that:

"It only needs one of the great personages in Europe suffering from a bad liver to learn that six German subjects had been shot in Danzig for the world to be at war in 24 hours."

Winston Churchill joined an opposition attack on the adjournment motion, declaring that "the situation in Europe is graver than at this time last year."

The wartime cabinet member, frequent critic of the government, said Germany had a great number of men under arms and that "all along the Polish border there are masses of troops and every preparation is being made for a speedy advance."

Machines Ready

The Conservative, Labor and Liberal parties have had their machines ready for months for an election.

Meanwhile both the Labor and Liberal parties will make one more effort to persuade the government to bring Parliament back before October 1.

They fear the European situation will get worse the middle of August or in September and want Parliament reassembled to review government policies. For one thing they fear the government will return to the policy of appeasement.

The prime minister already has assured the House of Commons the government will adopt no new foreign policy without summoning Parliament and intends to carry out its plan of adjourning until October.

Work Placements For Timmins Up

Timmins, Aug. 2—Mining, farming and building kept the number of placements for the month of July still over the number recorded at the Timmins branch of the Bureau of Canada

GIRL TELLS MOTIVE IN SLAYINGS

(Continued from Page 1)

told, there was a shot and Miss Moyse did not remember anything until she recovered consciousness in hospital.

She was unable to shed any light about the manner of her mother's death. Mrs. Prestridge's body was found in a bedroom near her daughter's with no outward marks of violence and no bullet wounds in the body. Results of a post-mortem examination last night were not revealed by Coroner Dr. George Peacock.

Provincial Constable Arthur Menzies took the woman's stomach organs to Toronto today for chemical analysis by Prof. Joslyn Rogers, provincial analyst.

No Written Statement

Because of her critical condition no attempt was made to question Miss Moyse at length or to obtain a written statement. An x-ray examination showed she suffered a fractured jaw in the fracas in her room.

Dr. David Pratt, Toronto brain specialist, was called to aid in treating the girl. He decided against an immediate operation to remove the bullet which lodged in the right back portion of the brain after causing lacerations and driving several small pieces of bone into the brain tissue.

Physicians said there was a large powder burn on her right forehead as if the muzzle of the gun had been held close to her head. They added it was a "miracle" the bullet avoided the middle of the brain where the vital centres are located.

Bodies of the Prestridges, married a month to the day of the shooting, were released for burial today after the post-mortem examination.

Besides the stomach organs, Menzies took to Toronto a bullet from Prestridge's body and a pillow and a carpet which will be examined for blood stains.

Injured Athletes Show Progress

Two more have been discharged from the hospital and the remaining two are showing continued improvement. Dr. L. L. Crowe said this afternoon when queried as to the condition of the Timiskaming athletes who were injured in a highway accident near Trout Creek early Sunday morning.

The two Indian cousins, Joe and Alex Day, have been able to leave the St. Joseph's General Hospital and return to Timiskaming. They suffered cuts and bruises.

Clayton Kelly and Jack Washburn, whose injuries were the most serious, are progressing quite satisfactorily. Dr. Crowe, the attending physician, said this afternoon. Kelly suffered numerous facial and head cuts and had both hips dislocated. Washburn received cuts and bruises about the head and body and for a time suffered from slight concussion.

The other two ball players in the car, Galant Laframboise and Jimmy Rathwell, were able to leave the hospital on Sunday after receiving treatment. The car, carrying five baseball players and an umpire, crashed into the rear of a truck.

Timmins Worried

WILL AGAIN

Aug. 2—French Laurels, much of our Maxine today. "A dents keep a erty," commu suited destr want try a the hand.

Rep In

Tim. ronan. cipal a bla-court Boyd chary first other prom-belon he, h mad. Rth the c a ba she been accu with agal-sons go t Hoy-and

Man Dies in Leap From Locomotive

Passenger Train Smashes Into Wayfreight Train Near Latchford Today; Victim's Foot Severed. *MARCH 5, 1941*

ENGINE CREWS ESCAPE LIGHTLY

Believed to have jumped from the locomotive of Train No. 47 of the Temiskaming and Northern Ontario Railway just before it crashed into a southbound wayfreight at Latchford this morning, H. C. Bell, mechanical engineer of the Super-Heater Locomotive Company, Montreal, was almost instantly killed.

Engine crews of both trains escaped with minor injuries and passengers aboard No. 47 were shaken up and in some cases thrown out of their seats as the passenger train plowed into the freight shortly after 10 o'clock this morning.

The accident occurred as No. 47 approached the Latchford depot. According to reports from the scene of the wreck, the engine of the freight was backing out of a siding where it had picked up a car of lumber when the passenger train went through an open switch and hit the freight locomotive.

Crushed by Wheels

The wheels of the train are believed to have passed over Bell after he leaped from the cab, where he had been riding with the crew on his way to Englehart. One of his feet was severed. According to the statement of a Latchford lumber yard worker who reached him shortly after the crash, Bell was alive but unconscious for about five minutes before he died.

General Manager Arthur H. Cavanagh of the T. & N. O., and other officials rushed to the scene immediately. A relief train bearing medical supplies, physicians and nurses, was despatched from Englehart, and wrecking crews proceeded from North Bay and Englehart.

Train No. 47 was in charge of Conductor Overton Little of North Bay. Nestor A. MacMillan was engineer, and S. Menzies fireman. The crew comprised trainman Ray Banks, Nat Pringle and baggage-man J. B. Allen. All are from North Bay.

W. E. Walker of North Bay, engineer on the freight locomotive, suffered back injuries, and fireman Bruce Kerr of this city suffered leg injuries. Both were taken

(Continued on Page 2, Col. 2)

TAKES LEAP, MAN MEETS HIS DEATH

MARCH 5, 1941

(Continued from Page 1)

to hospital at Cobalt. The freight was in charge of Conductor Kenneth Sullivan of North Bay, with brakemen Jim Biers and Ernest Willis, also of North Bay, as crew. None of the latter were hurt.

Neither engine crew had any difficulty getting out of their cabs, as apparently both locomotives remained erect. No. 47 became uncoupled at the impact, and her coaches were separated along the track. However, all remained upright. As far as is known, none of the engine crew jumped, though Bell got out as the train bore down on the freight.

Reports on the wreck state that the freight engine had proceeded into the lumber yard from track No. 2 of the T. & N. O., and was backing out with four cars attached to its front end when No. 47, northbound, went off the main line onto track No. 2, colliding with the moving freight.

An official investigation will be conducted by railway officials to discover the exact cause of the mishap. An inquest into the death of Bell will be held.

Picks Up Cars

It is customary for the wayfreight to pick up lumber cars at Latchford, and apparently this operation was being carried out when No. 47 arrived and went through what is believed to have been an open switch. The train is thought to have been slowing for the Latchford station at the time, as the depot is not far from the scene of the crash.

Passengers were immediately taken to the Latchford station, and were transferred to another train late this afternoon to continue their journey. As far as is known, no one was shaken up seriously enough to discontinue their travel.

Bell's body was taken to Cobalt undertaking parlors, and arrangements have not yet been completed to send it to his home in Montreal.

Provincial Constable Ernie Soullere of Haileybury investigated, and Dr. G. W. McCullough of New Liskeard and Dr. Crann of Elk Lake attended the crew and passengers.

Jim Warlow, of Barrie, was express messenger on No. 47. Lumber yard workers heard the crash of the wreck and rushed to assist engine crews and passengers.

MARCH 5 1941

INSPECTOR DIES IN LEAP FOR LIFE AS TRAINS CRASH

Engines Hit Head-On,
Others Aboard Escape
With Minor Injuries

PASSENGERS JOLTED

Elmhurst, March 5 (Special).—H. C. Bell, 62-year-old mechanical engineer of Montreal, was killed today when he jumped from the cab of a passenger train engine just before it crashed head-on into a freight train near here. Bell landed on a snowbank and rolled under the train, one foot being severed.

Passengers were jolted from their seats and sent sprawling in the aisles when the passenger train smashed into the freight, knocking it 300 yards down the track. Bruce Kerr, a fireman on the passenger train, suffered leg injuries and Engineer William Walker on the freight was cut up slightly.

Bell was inspecting a heating system on the engine and with him was W. E. Capp, also an employee of a Montreal company. He was cut about the face.

The T. & N. O. passenger train, with about 150 passengers aboard, was Timmums-bound when the accident occurred. The freight was backing out of the A. J. Murphy lumber yard and the switch was set for No. 2 siding, on which the freight was travelling. The fast passenger train took the same siding and plowed into the freight. It is believed a switch was left open by mistake.

Bell jumped when he saw a collision was unavoidable. Had he remained in the locomotive cab, he would probably have escaped with cuts and bruises.

Half a dozen passengers were treated at Cobalt hospital for minor injuries.

The engines locked together with the passenger shoving the freight locomotive more than two hundred yards. The former then stopped and the freight locomotive ran another fifty yards.

Provincial Constable Arthur H. Souliere of Haltonbury, together with Chief T.N.O. Investigator Robert Swan and Constable Hughes of the railway police, arrived shortly after the accident. Coroner Dr. Crane of Elk Lake will preside over the inquest which Constable Souliere said would be held next week.

Although the passenger train was broken into three sections when the bumper rails broke, the cars remained on the tracks.

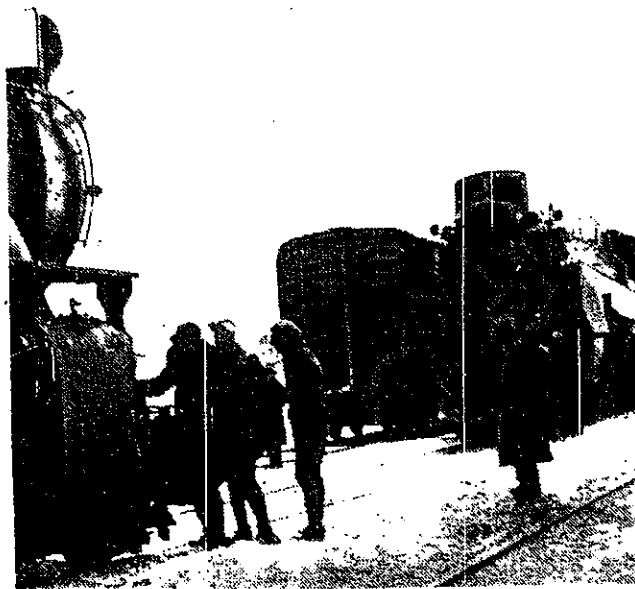
A. H. Cavanagh of North Bay, general manager of the railway, arrived some time after the accident.

Two special trains from Englehart, one to take the passengers on their northern run, and the other a wrecking train, came in this afternoon. The passengers left at 3 o'clock. An auxiliary train from

MARCH 6
1941

LEAPS FROM CAB TO DEATH AS NORTH TRAINS CRASH

Montreal Man Killed—Ten Others Hurt—Freight and Passenger in Collision on T.N.O.—Cars of Former Knocked Back 250 Yards



FREIGHT ENGINE LEFT, PASSENGER ENGINE RIGHT

Special to The Star
Litchford, March 6.—H. C. Bell, Montreal, a locomotive accessory engineer, was killed here yesterday as he leaped from the cab of a T. and N.O. freight train locomotive when it smashed head-on into a passenger train. Ten others, including six passengers, were injured in the collision, which smashed the freight train 250 yards backward.



H. C. Bell

Scores of the 150 passengers on the Tummins-bound train, most of them from Toronto, were thrown from their berths and seats. Bell, an engineer with the Super Heater Locomotive Co., Montreal, jumped from the cab of the freight at the instant of impact. He landed on a snow bank and was flung back under the wheels.

The two locomotives locked. The freight train was pushed back 200 yards, then, as the brakes of the passenger train gripped the rails the freight was flung loose and momentum carried it another 50 yards up the tracks.

Injured were W. A. Capp, a co-worker of Bell's; Nestor McMillan, North Bay, engineer, and Sylvester Menzie, North Bay fireman, all in the cab of the passenger train. W. Walker and Bruce Kerr of North Bay, engineer and fireman on the freight train, were also hurt. Over-

ton Lillie, conductor on the freight train, and Kenneth Sullivan, conductor on the passenger train, suffered injuries.

Passengers were rushed to Cobalt hospital for treatment. Coroner Dr. Crann of Elk Lake ordered an inquest into the death of Bell for next week. Provincial Constable Arthur Souliere of Haileybury and T.N.O. Investigator Robert Swann investigated. Although the passenger train was broken into three parts when the couplings gave way all cars of both trains remained on the tracks.

Officials said the freight train was backing out on to the main line with the engine facing the rear when the fast passenger train took the same siding. How this happened is not clear but officials said it is to be presumed the switch was open by mistake.

TORONTO STAR

for an ambulance during the battle of France.

"Orders were that on the approach of enemy aircraft the driver must go to the ambulance under a tree, and away a minimum of 150 yards and back to the station."

"I was never in France. The railway place of safety was the station. The French soldiers had to go to the ambulance under a tree and back to the station."

"I was born in 1881, in a town near North Bay, Ont. I was in the United States for Montreal when the war started. I came to join the navy. That was after the worst adventure in France. My wife, Mrs. Murray, served with the International Red Cross in an ambulance unit commanded by the wife of Paul Reynaud. They escaped the country together into Spain, a jump and a half ahead of the Germans. The day after they reached New York she found a note from son Mike in their hotel room."

"Joining Canadian Navy"

"The navy and pop don't have the same thrill any more after France. I'm going to Canada to join the navy. Mike did too—at 161."

"A year ago, January 1, couldn't get any of my friends in the States worked up about the war—they've changed since that heaven—so I went by myself aboard an Italian liner, to France, and joined the International Red Cross."

"I was sent north with an ambulance unit attached to the 19th French Army and went right through the war in France. Before the blitz started I thought we were safe behind the Maginot line, like everyone else did, and I sent for Mike. I sent him south with friends when things began to look bad."

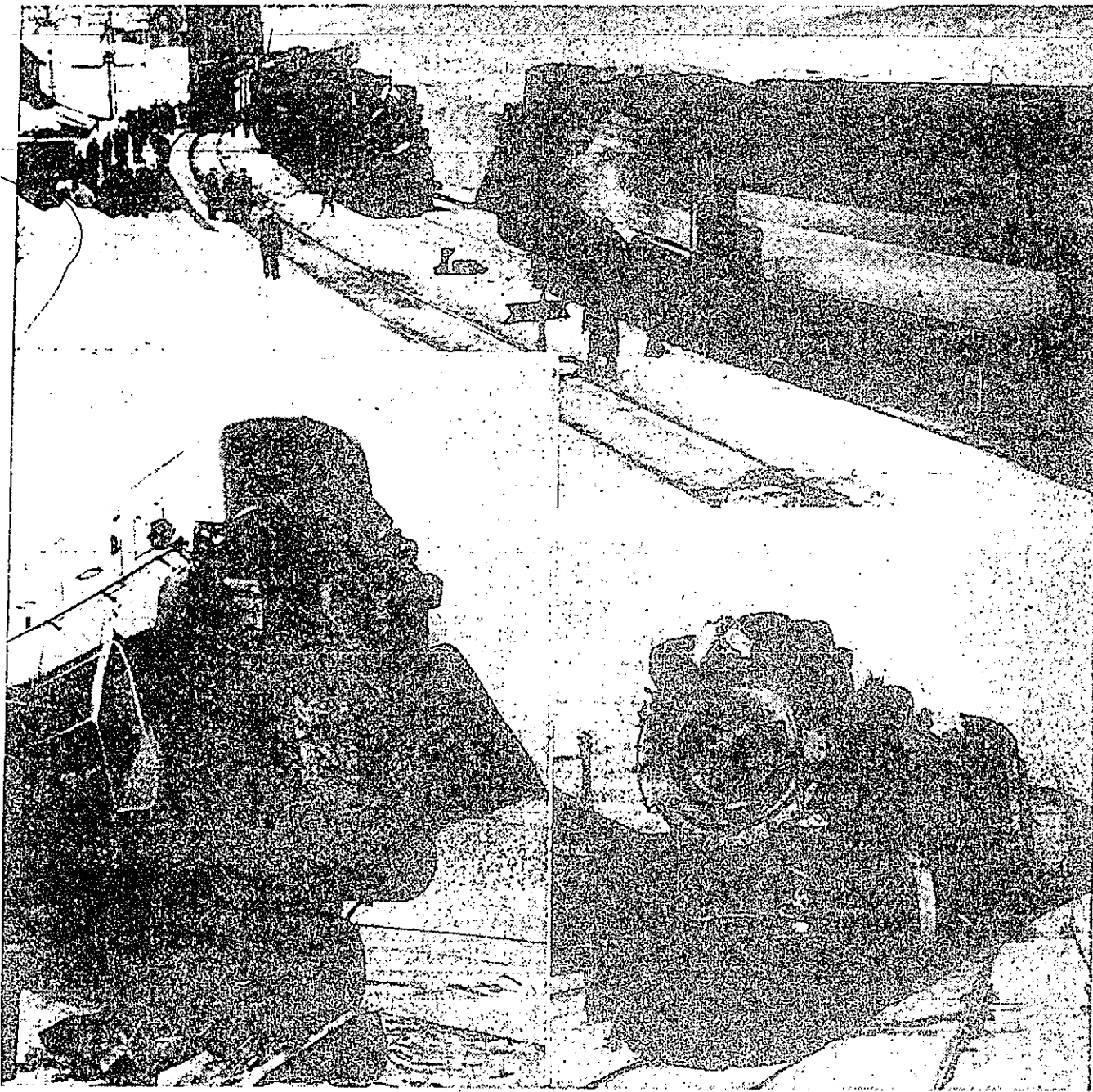
"Our unit was ordered back to Paris, but we didn't know half as much as you did here about how the war was going. We didn't know where the Germans were or whether they would bomb Paris."

"I was dead tired and simply had to have some sleep. I decided the safest place was the courtyard of the U.S. legation so I pulled up under some trees—you can't leave an ambulance exposed because the red cross on top is a popular target for German aviators."

"I went to sleep on top of a desk in the back of the ambulance. It

TORONTO STAR
MARCH 6 1941
P3

SCENES AT RAIL WRECK WHICH CAUSED ONE DEATH



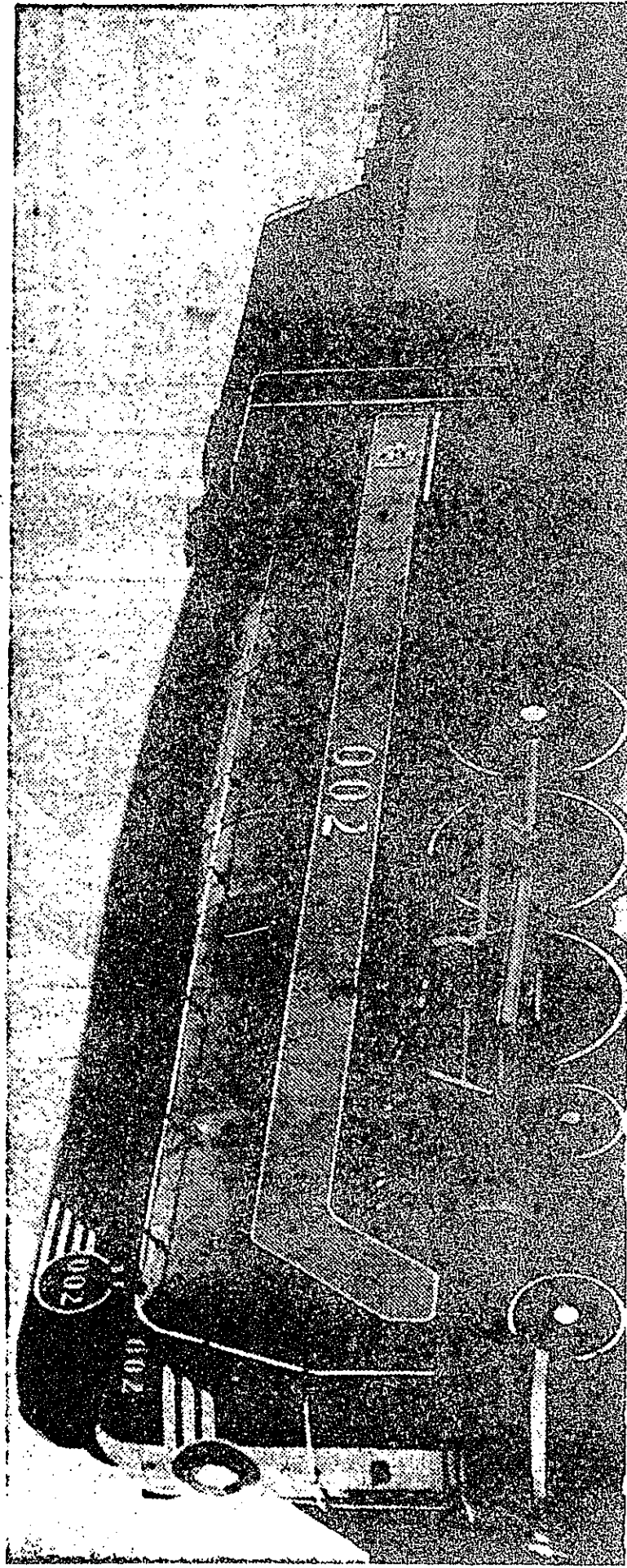
This is the scene which greeted The Nugget cameraman when he arrived at Latchford yesterday a few hours after T. & N. O. Train No. 47 had run through an open switch and crashed into a wayfreight locomotive which was backing out of a siding. One man, Henry C. Bell of the Super-Heater Company, Montreal, lost his life when he jumped from the passenger train locomotive, where he was riding on an inspection trip. Top picture is a general scene showing the two trains standing not far from each other after the wreck. In the left background is the Latchford station and the crowd which gathered after the crash was heard for miles. In the foreground is locomotive No. 700 of the T. & N. O. Lower photos show the two engines, No. 700 (left) her streamlined nose badly battered, and (right) the freight locomotive, also damaged considerably. Engine and train crews, and passengers aboard No. 47, were not injured. No. 47 is reported to have pushed the freight engine and several cars a distance of 200 yards after the collision.

(Nugget Photos)

MARCH 6
1941

North Bay, Ont., Thursday, March 6, 1941

HOW T. & N. O. STREAMLINER LOOKED BEFORE CRASH



No. 700, the Temiskaming and Northern Ontario Railway's streamlined locomotive (above) hauling passenger train No. 47 Wednesday morning, was badly damaged in a collision with a wayfreight engine at Latchford, 80 miles north of North Bay. Henry C. Bell, a mechanical engineer for the Super-Heater Company of Montreal, riding on No. 700 on an inspection trip, jumped before the crash and was killed, the train passing over his body and severing one of his legs. No. 700 is not a new locomotive, but was recently given a complete overhaul and remodelled both inside and out to improve efficiency and performance.

(Nugget Photo)

ure in giving an employe a were authorized for payment. The month's pay when he was advised salary list for employes, until that his services were no longer March 15th, totaled \$1,109.99, was

Derailment

JUNE 3 1942

Thirteen cars of a northbound freight train on the Temiskaming and Northern Ontario Railway were derailed Tuesday night about three miles south of Latchford, officials of the rail line in North Bay reported today.

No person was injured in the mishap which occurred at 10.05 o'clock Tuesday night at mileage 91½ of the Temagami sub-division of the T. & N. O., but the main line was blocked, resulting in some traffic delays.

Auxiliaries from North Bay and Englehart proceeded at once to the scene of the derailment and though the line was still blocked late this morning, officials said they expected it would be cleared by early afternoon.

Cause of the accident which sent the 13 freight cars off the rails into a rock-cut, has not been established but is being investigated today.

Passengers on train No. 49, northbound and due in Timmins at 9.20 o'clock this morning and train No. 50, southbound, due in Toronto at 8.30 this morning, were transferred, causing some delay.

Since the line was still blocked this morning, train No. 47 due in Timmins at 4.30 o'clock this afternoon will be somewhat delayed, T. & N. O. officials said here this morning.

A. H. Cavanagh, general manager for the Temiskaming and Northern Ontario Railway, was on the scene of the mishap this morning, accompanied by other officials of the line.

June 3 1942

Derailment Occurs On T. & N. O. Line

The engine and several cars of a T. & N. O. freight train were derailed shortly before 6 o'clock this morning just north of Mileage 81 of the Temagami subdivision between Owaissa and Rib Lake.

No person was injured in the derailment and rail officials in North Bay said this morning that the cause of the mishap had not yet been determined but is being investigated.

The freight, First No. 418, was in charge of Conductor A. J. Gauthier of North Bay and when derailed was carrying mainly wood pulp, lumber, paper and pulpwood.

T. & N. O. officials anticipated this morning that the line would be cleared by 3 o'clock this afternoon. Meanwhile, Train No. 47 leaving North Bay at 8 a.m. was delayed four or five hours. No delay of other main line passenger trains was anticipated. A special train was to be operated, officials announced, from Latchford taking passengers, mail and express off No. 47 and through to their destinations with the least possible inconvenience.

NOV. 24 1942

November 24

1942

November 25 1942

Derailment Cause Is Broken Rail

N. BAY NUGGET

Preliminary investigations into the cause of the derailment of a T. & N. O. freight train just north of mileage 81 of the Temagami subdivision between Owassa and Rib Lake early Wednesday morning indicated today that a broken rail was the "probable cause" of the mishap.

In announcing preliminary findings, T. & N. O. officials said traffic over the line was back to normal and that the track had been cleared.

The engine and several cars of the freight were derailed though no persons were injured in the accident.

November 25 1942

1942

Hits Derailed Train, Killed

June 10
1943

Speeding to the scene of a derailment on the T. & N. O. Railway last night at Mileage 82½ in the Island Falls division, Section Foreman David Emmell of Coral Rapids sustained a fractured skull which resulted in his death a short time later, when the section motor car in which he was riding collided with the locomotive of the derailed train.

No other person was injured in either the collision or the derailment.

Twenty-five passengers were aboard mixed train No. 221 which was proceeding to Moosonee when the derailment took place around 5:30 p.m., but it is believed that only freight cars were thrown off the track, those on board the train receiving no more than a shaking-up.

An auxiliary from Cochrane was despatched to the scene to rerail the cars and clear the line, and a section crew at Coral Rapids was also ordered to assist in the clearing. The section motorcar in charge of Foreman Emmell collided with the locomotive of the derailed train at 6:40 p.m., the foreman sustaining a fractured skull in the crash.

Dr. T. J. Orford of Moosonee, who was on board the train, gave first aid as was possible, but

the injured man died two hours later.

It is expected that an inquest will be held, probably at Cochrane, into his death.

The railway line had been cleared by 9 o'clock this morning, and traffic is now continuing as usual. Passengers from the derailed train arrived at Moosonee early this afternoon.

Himmle

★ ★ ★

Stockholm, June 10 — Henrich Himmler's police are tightening their grip on Germany because of sagging morale, reliable reports coming out of Germany indicated today, and for this reason keen observers here believe a crack-up in Germany is unlikely until absolute military collapse also is at hand.

Supplementing the stories that leak out of Germany is the plain fact that Nazi leaders and party orators are stumping the country, setting up a strange screen of appeals for faith in victory and threats that "weak" Germans will be purged.

Behind this screen the Gestapo

June 10
1943

Mishap Delays Train Service

Freight and passenger traffic on the Temiskaming and Northern Ontario Railway was considerably disrupted on Sunday night when a day coach of No. 46, en route from Timmins to Toronto with several cars of passengers, struck a split switch, collided with a freight train and was thrown from the tracks. The accident occurred at Riddle, 34 miles north of North Bay, at nine o'clock Sunday night.

No injuries were sustained by passengers or crew of either train.

The southbound passenger train met the northbound freight train at Riddle when the freight was standing in a siding, waiting until the passenger train had passed before continuing its route northward, it

was explained by T. & N.O. officials at North Bay today.

The passenger train was pulling slowly over the north switch when the trailing trucks of a day coach split the switch, with the result that the coach came in with the locomotive of the freight, the impact throwing from the tracks the car following the day coach. Sleeping car passengers in coaches behind the derailed car were transferred to day coaches.

North Bay auxiliaries, despatched to the scene of the derailment, had cleared the line by four o'clock this morning. Cause of the incident has not yet been determined, but an extensive investigation into the occurrence has been launched.

Officers Elected To School Group

Alderman Arthur Beattie was elected president of the Home and School Association of King Edward School at the

meeting of the organization which took place on Friday evening. Other officers elected were: G. B. Alford, honorary president; Mrs. J. Cleminson, and Mrs. A. Percival, vice-presidents; Mrs. Ross, secretary-treasurer.

Members named to the executive committee were:

Ald. Beattie, G. H. Brownlee, R. McLaughlin, G. Thompson, Mrs. B. Paul, Mrs. C. Lord, Mrs. J. Muller, Miss Bell and R. McKee. Mrs. Paul was appointed convener of



Ald. Beattie

Recruiting Centre, North Bay, this morning.

Ft. H. Hishop was posted from the Toronto centre to North Bay. He was previously at Vancouver Recruiting Centre and at the air force headquarters in Ottawa. In the latter city he was connected with the air cadet section.

North Bay Tories Feted in Toronto

North Bay delegates to the Conservative Progressive Conservative convention in Toronto were tendered a private dinner at the King Edward Hotel on Saturday by Controller Robert Saunders and City Clerk W. Somers.

Those in attendance were Mayor D. G. Stevens, Harry J. Reynolds, K.C., Ed. J. Roche, Ald. Charles R. Harrison, George Darling, Bert Owens, J. F. Grainger and D. C. Romain.

The North Bay men were feted in an enjoyable manner and said that they were very much pleased to be in Toronto.

November 15 1943

No Cause Found In Rail Wreck

Investigation by the Temiskaming and Northern Ontario Railway into the cause of a 21-car derailment of a Northbound freight train near Ramore on Saturday morning is still underway, officials of the railway at North Bay told The Nugget today. The cause has not yet been determined.

No person was injured in the derailment. Of the 21 cars that jumped the rails, 19 were empty, one was loaded with firewood and the other carried merchandise. All sustained extensive damage when they jumped the rails.

Main line passenger trains were delayed as a result of the derailment, although there was no serious hold-up in schedule. Staff from the Temiskaming and Northern Ontario Railway had cleared the tracks by Saturday afternoon. Passengers were transferred to the next train.

April 18
1944

Six Persons Hurt As Train Collision Wrecks Sleeper

Englehart, Ont., Jan. 1 (Special

A freight train crashed into the passenger train of the Toronto-bound CNR Northland near here tonight, and slightly injured a half-dozen passengers as the last passenger coach, a sleeper, was badly wrecked. The freight train engineer injured one foot when he and his fireman jumped just prior to the crash.

The freight bound for Toronto from Noranda, crashed with such force that the water tender sprang great leaks and five freight cars near the engine were derailed. The engine was badly damaged and the venture line was tied up for hours.

"The front end of the engine came right into the sleeper," said Don Brown of Windsor, a passenger who was thrown to the floor from his berth and slightly hurt.

There was practically no hysteria at steam and smoke from the engine poured into the sleeper. No one was hurt seriously, probably because all the passengers were in berths at the time of the crash.

The wrecked coach was detached from the train, which had been stalled south of the curve for 40 minutes by a broken coupling between the engine and baggage car. The train proceeded with all its passengers to Englehart.

The southbound trip of the Northland was delayed first when coaling at Swastika, about 25 miles north of Englehart. The coal which earlier today had been blasted from its frozen mass, stuck in the chutes and delayed the Northland about one half-hour.

Meanwhile, the Noranda-Toronto freight, which had arrived first at Swastika, waited for the Northland to get under way. After travelling about 20 miles, the Northland was stalled by the broken coupling, and trainmen hurried back to the curve, 20 feet away, to place flares.

During the 40-minute delay, a trainman made a second trip to the flares, and while he was there the freight came into view on the other side of the curve. The trainman was powerless to give any further warning, and watched as all brakes were applied to the freight in a futile effort to halt it in time.

Toronto Globe

JANUARY 4 1947

1947

TWO DIED IN THIS WRECKAGE NEAR COBALT



TWISTED STEEL of two locomotives and tangled freight cars gave wrecking crews a hard task in the bitter-cold near
Cobalt, when engines of two Ontario Northland Railway freight trains smashed head-on. Eight cars were derailed.
and J. R. Newton, fireman, were killed. Mrs. Lewis had gone to Cobalt to meet husband.

Herbert Lewis, engineer

TORONTO STAR

JANUARY 3

1948

ONR CRASH

(Continued from Page 1)

accessible to motor vehicles, and the doctors and nurses experienced considerable difficulty reaching the wreck.

Brakeman Dan Lang, seriously injured, was never unconscious at any time, though he is suffering from multiple burns, shock and frostbite. Brakeman Phillips was treated for a dislocated shoulder and was discharged from the Halleybury hospital on Thursday night. Conductor Bourret suffered sprained knee and shock, but, along with Mr. Phillips, was able to return to North Bay after being examined at Halleybury.

Popular Engineer

William Herbert (Herb) Lewis, who was 55 years of age, was a vet-

Vain Trip

COBALT, Ont., Jan. 2—(CP)

—Mrs. W. H. Lewis of North Bay made a hectic, 100-mile automobile trip over yesterday's icy roads to be with her husband, an engineer trapped in the wreckage of his locomotive—only to learn that her husband was dead.

He died in hospital eight hours after the collision of two Ontario Northland Railway trains, at Pickerel Lake, two miles south of here.

eran engineer on the Ontario Northland Railway, having served the railroad since he came to North Bay more than 30 years ago. Of a kindly, pleasant, modest disposition, Mr. Lewis was extremely well liked by countless persons throughout the north country. A man of fine appearance and solid qualities, he was held in high respect. Mr. Lewis was regarded as one of the most capable railroaders in the North.

Mr. Lewis was born at Markdale, Ont., son of the late Mr. and Mrs. William Lewis. In 1913 he was married to the former Miss Elma Hansford. After coming to North Bay, he became a fireman and then an engineer on the Ontario Northland Railway. He was transferred to Elk Lake for a short time, and then returned to North Bay where he made his home ever since. The family residence is at 445 Second avenue east.

Mr. Lewis was a member of the Masonic Order and also belonged to the Order of the Eastern Star, in which he held several offices. He was a member of the congregation of the Trinity United Church.

He is survived by his wife; four daughters, Mrs. L. G. Zufelt, Mrs. Fred Beattie and Miss Bette Lewis, all of North Bay, and Mrs. A. E. Candy, Lakeburn, New Brunswick; one brother, Owen Lewis, Chicago, and three sisters, Mrs. Almee Barr, Meaford, Ont., Mrs. Pearl Johnston, Saskatoon, and Mrs. Mary Temple, San Francisco.

Last rites for Mr. Lewis will be held Saturday afternoon at 2 o'clock at Martyn's Funeral Home, 220 Worthington street east. Rev. A. A. Mathews will officiate and interment is to take place in the Nipissing Junction Cemetery. A Masonic

service will be held at the funeral home tonight at 8 o'clock.

Served in Navy

John Newton was born at Chapleau, Ont., in March, 1926, and came to North Bay in 1938 with his parents, Mr. and Mrs. John Newton, who live at 1229 Fisher street. He attended the Brook street school and the Collegiate Institute in North Bay, and went directly from school into the navy, where he served for two years.

In November, 1946, he entered the employ of the Ontario Northland Railway in the telephone and telegraph department, and one month later transferred to the motive power department.

The body is resting at the Tenant Funeral Home and the funeral service will be held Saturday afternoon at 2 o'clock in St. John's Anglican Church. Rev. W. W. Jarvis will officiate.

John Newton is survived by his parents, and two brothers, Dennis and Kenneth Newton, both of North Bay.

He was a member of the congregation of St. Brice's Church. His father, who is employed by the Austin Lumber Company at Nicholson, had been visiting his home in North Bay over the holidays, and returned to Nicholson the day before the accident.

January 2
1947

JANUARY 3 1947

RAIL OFFICIALS, MANY OTHERS PAY TRIBUTE TO ENGINE MEN

Col. C. E. Reynolds, chairman of the Ontario Northland Transportation Commission, Archie Freeman, general manager of the Ontario Northland Railway, Mr. Jardine, superintendent at Englehart, and many other railway officials attended funeral services in North Bay this afternoon for Engineer W. H. (Herb) Lewis, and Fireman J. R. Newton.

The two North Bay railroaders lost their lives on New Year's Day in a head-on collision of two ONR freight trains near Cobalt. Another man, Brakeman J. D. Lang of North Bay, is in hospital at Haileybury with serious burns covering almost his entire body, and two other members of the two train crews were released after hospital treatment for minor injuries.

Col. Reynolds, on behalf of officers and employees of the railway, today directed sincere sympathies to the families of the two victims of the accident. "The entire railway personnel is mourning the loss of these two fine men," Col. Reynolds said. "Mr. Lewis was one of the most efficient engineers on our line. In his death the railway has lost a highly valued engineer. He was also a solid citizen, and North Bay as a whole will feel his loss greatly. Young Jack Newton was a navy veteran, and was just a young boy, new to his railway career, but very keen and willing.

"The death of these two gentle-

men was a tragic occurrence, and one which is felt deeply all over the ONR."

The accident occurred at about 6.15 o'clock Thursday morning, and Mr. Lewis could not be extricated from the tangled wreckage of his engine until five hours after the collision. Acetylene torches were used to help free the injured man, who died in hospital at Haileybury at 5 o'clock Thursday evening. The line was reopened to traffic at 3 o'clock in the afternoon.

An odd coincidence was the fact that engine No. 312, on the north-bound freight extra involved in the crash with a southbound freight, was the same engine which figured in a head-on crash at Tomiko on New Year's Day, 1934.

For Brakeman C. E. (Cap) Phillips it was his first trip.

Despite the fact that the tragedy cost two railwaymen's lives, and did heavy property damage to ONR equipment, the Ontario Northland Railway's life-long record of never having been responsible for the death of one of its passengers stood untouched today.

JANUARY 3

1947

TIPLER HERO OF WRECK

JAN 3 1947

SCENES OF CHAOS AT ONR WRECK



Carrie Men to

Brakeman Alex Tipler, for with the Algonquin Regiment today as the hero of the New Year's Eve crash that cost the lives of two Ontario men.

Not by his own testimony known by his friends as a quiet, unassuming man, Tipler's accounts of fellow crew members' the rear-end brakeman's efforts saving mates of the road.

Tipler was riding in the cupola of the northbound train's van when the accident occurred. The terrific impact of the collision—it happened on a sharp curve, allowing little visibility to either crew—threw him from his seat onto the floor, where he lay sprawled on his back, temporarily dazed and semi-conscious. His conductor, William Bourret, was also thrown from his cupola position and his knee was badly injured—so badly that he was unable to walk.

Without hesitation, Tipler left the van, plowed a painful path through the accumulated snow and half a mile along the right of way and reached the crumpled death traps that were the locomotives.

Here, probably with the help of others, he was able to extricate Brakeman Lang and carried him back the full length of the "draw" to the van, where, aided by Conductor Bourret, the badly burned man was laid out on a mattress.

Not waiting to even catch his breath, Tipler unfastened the van's stretcher, panted and stumbled through the sub-zero night to the engines again. Here he helped to get 21-year-old Newton out of the wreckage and succeeded in bringing him back to the van also. He didn't have the stretcher when he returned.

Critically injured, young Newton died in the van a few hours after doctors and nurses arrived from nearby Cobalt.

In speaking of their work, Tipler's informant paid sincere tribute to these men and women who rushed to the accident in the light of half-darkness to the experience and knowledge of the medical profession.

"They gave the injured men every assistance possible and they certainly deserve credit," he said.

By then the sands of human life were running out.

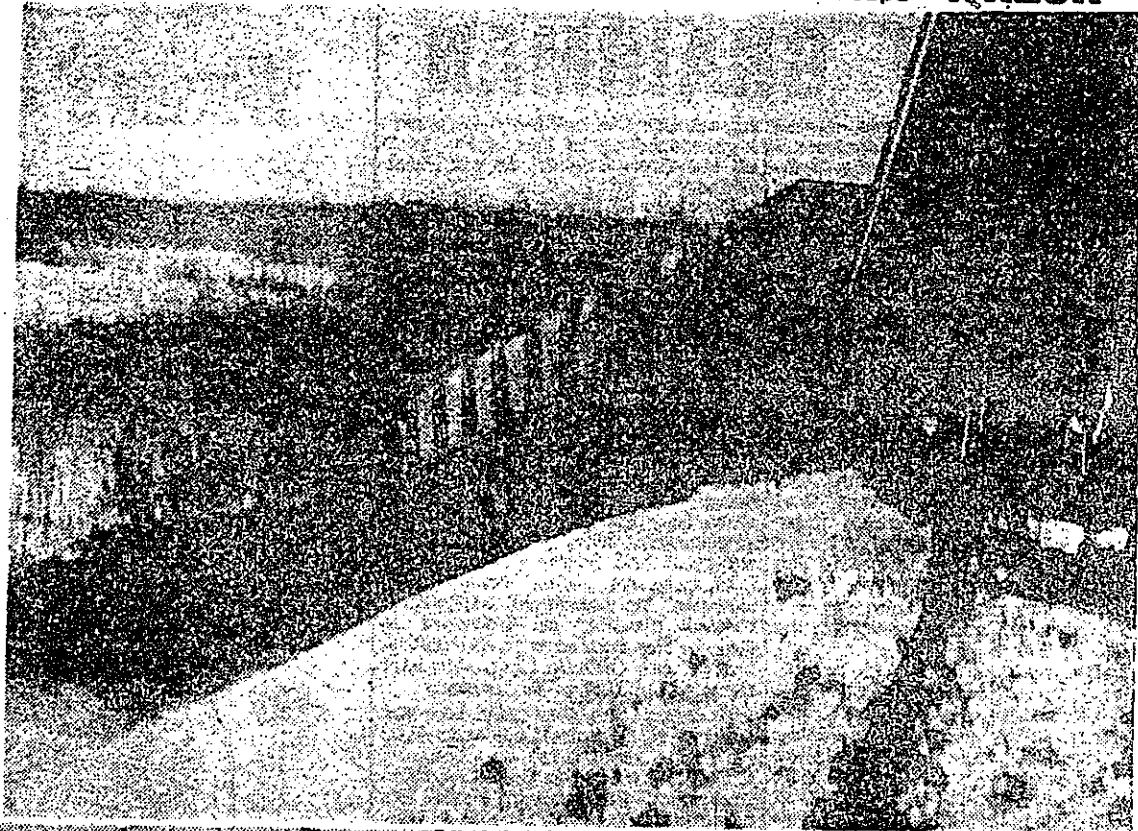
(Continued on Page 2)

Boxcars toppled like toys from the main-line of the Ontario Northland Railway when two freight trains crashed head-on near Cobalt in the pre-daylight hours of New Year's morning. Top picture shows boxcars which have tumbled down the right-of-way embankment. Centre photo shows the twisted wreckage of one of the

which was loaded with paper as part of the regular "paper train" shipment from the North. Note roll of paper protruding through torn bottom of car. Two men died as a result of the collision. Engineer W. H. (Herb) Lewis died in hospital from injuries, and his cabmate, 21-year-old Fireman Jack Newton, was killed almost instantly in the crash. Other pictures on

JANUARY 3
1947

FREIGHT CARS MANGLED IN TRAIN WRECK



The battered wreckage of two freight trains which collided head-on near Cobalt New Year's Day is seen in these two photographs. The top picture shows a group of freight cars which toppled down

a 20-foot embankment after the crash, and the lower photo gives a close-up view of the extensive damage which resulted. Cause of the accident which claimed two lives, has not yet been ascertained.

Nugget Photos

JANUARY 3, 1948

TWO NORTH BAY MEN KILLED IN ONR CRASH

JANUARY 2 1947

FREIGHTS HIT NEAR COBALT



NAMED SUPERINTENDENT—A. R. Everts, above, has been appointed superintendent of the Canadian Pacific Railway at Sudbury, succeeding D. A. Smith, who has been appointed superintendent of the Regina division. Mr. Everts comes to his new post from Revelstoke, B.C., where he has been CPR superintendent since 1942.

A New Year's morning head-on crash between two Ontario Northland Railway freight trains near Cobalt brought death to two North Bay men and caused injuries to three others.

Dead are Engineer W. H. (Herb) Lewis, 55, one of North Bay's best known railroaders, and Fireman J. R. Newton, 21, a Navy veteran. They were in the cab of a northbound extra freight train.

Critically injured was Brakeman J. D. Lang, also of North Bay. Haileybury hospital authorities today described his condition as "fair." Also hurt were Conductor William Bourret and Brakeman C. E. Phillips, of this city. Their injuries were not serious. Mr. Phillips was the only crew member of the southbound train to be hurt in the crash, which occurred at Pickerel Lake, two miles south of Cobalt, at 6.15 a.m. Thursday.

The terrific impact caused the locomotives to buckle like accordions, though they remained upright on the tracks. Several freight cars toppled down a 20-foot embankment. Telephone poles were snapped off by the tumbling cars and communication between Cobalt and points south was temporarily disrupted.

Mr. Lewis was pinned in the wreckage of his engine for five hours before he could be cut loose by the use of acetylene torches. Suffering from compound fracture of the left leg and extensive burns, he died at the Haileybury hospital at 5 o'clock in the evening.

An inquest, probably with Dr. J. F. Edis, of Swastika, as coroner presiding, will be held as soon as the injured men are able to testify.

Beyond stating that a "searching investigation" will be conducted and the results announced "when the facts have been established," Archie Freeman, general manager of the railway, today declined to comment on the probable cause of the accident. Numerous rumors that the crash was due to a slip-up in train orders drew no comment at this time from railway officials.

The injured men were treated by Dr. H. A. Dunning of Cobalt, Dr. W. C. Arnold of Haileybury and Dr. J. C. McCullough of New Liskeard.

The official ONR statement on Thursday stated that southbound freight train No. 418 with engine 1103 collided with northbound freight extra No. 312, two miles south of Cobalt. The crew of No. 418 was comprised of Conductor Lelshman, Brakemen Phillips and Drury, Engineer Fletcher and Fireman Edmunds. The crew of No. 312 was made up of Conductor Bourret, Brakemen Tipler and Lang, Engineer Lewis and Fireman Newton.

General Manager Visits Scene
Auxiliaries were ordered from North Bay and Englehart. Archie Freeman, ONR general manager, accompanied the North Bay auxiliary to the scene of the accident. Until the line was cleared at 3.45 a.m. today, passengers from other trains were transferred to buses. Nurses, doctors and ambulances were rushed to the scene. The point where the accident occurred is nearly two miles from the nearest spot.

(Continued on Page 20)



Jack Newton

JANUARY 2
1947

RACES 100 MILES TO CRASH FINDS HER HUSBAND DEAD

Special to The Star

Cobalt, Jan. 2—Mrs. W. H. Lewis of North Bay rushed by car more than 100 miles over icy roads yesterday to be at the side of her husband, Herbert Lewis, engineer of an Ontario Northland Railway freight who was trapped in his cab when the train collided with a southbound freight at Pickérel Lake, two miles south of Cobalt. But she was too late. Her husband was dead when she arrived. His fireman, J. R. Newton, 22, also of North Bay, died almost instantly, but Lewis lived eight hours, while rescue workers worked furiously with acetylene torches to free him. Mrs. Lewis returned to North Bay to make arrangements for the funeral.

One of three persons hurt, C. E. "Cap" Phillips of North Bay, suffered a shoulder injury.

His mother, Mrs. Beatrice Phillips, with Mrs. W. J. Bourret, wife of one of the injured conductors, waited anxiously at the O.N.R. station in North Bay. Both broke into glad shouts when they saw the two men walk off a train unassisted.

Mrs. Dan Lang, wife of a crewman seriously scalded, rushed by taxi to the wreck scene, accompanied by her brother-in-law, John Poeta. Three children remained at home.

Investigation into the cause continued today.

Eight cars were derailed and some toped down an embankment, snapping telephone lines and, for a time, cutting Cobalt off from telephone communication with southern Ontario. Both locomotives remained upright.

Investigation was headed by Archie Freeman, O.N.R. general manager. The track was being cleared by auxiliaries from North Bay and Englehart.



J. R. NEWTON



TORONTO STAR

JANUARY 2
1948

North Bay Daily Nugget

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6 PERSONS INJURED IN O.N.R. COLLISION

Freight Crashes Into 'Northland'

Englehart, Jan. 2.—Sixteen persons were injured late Wednesday night when the Ontario Northland Railway's "Northland" passenger train, stalled and awaiting repairs, was struck from the rear by a freight train coming south from Rouyn. A pullman and three freight cars were derailed, causing a delay of five and a half hours to traffic. Telegraph and telephone communications from Englehart north were disrupted when the derailed portions of the trains knocked down poles. The accident took place 10 miles north of Englehart.

Injured in the wreck were 10 passengers, four O.N.R. employees and two pullman car employees. All injuries were described as slight. The injured persons were taken to Englehart, treated and allowed to resume their journey.

The Injured

Passengers who were injured in the collision and derailment were:

Mrs. Paul Ilves, 27 Tremby avenue, Toronto;

T. King, 1619 Auburn road, Windsor;

Harry Tkaschk, of Hoyle, near Timmins;

Irene McChesney, 18 Carey road, Toronto;

Mrs. C. A. Carlson, 32 Appleton avenue, Toronto;

Mrs. Sarah Rowe, 31 Wellesley street, Toronto;

Mrs. Blanche Lashay, 31 Wellesley street, Toronto;

H. H. Comerance, 56 Duke street, Hamilton;

Catherine Blackburn, Wawbe-wawa, near Englehart;

R. Roy, of Cobalt.

Pullman car employees who were injured were Porter J. C. Martin of (Continued on Page 20).

Say Palestine Situation Now "Out of Hand"

London, Jan. 2.—(AP)—A government source said today Britain was faced with the necessity of finding an immediate, final solution in Palestine or conducting a full-scale military operation to maintain her mandatory position in the Holy Land.

"Civility, the situation is out of hand," the source said. "And if Irgun Zvai Leumi carries out its threat (broadcast yesterday) to launch a new 'offensive' against Britain's armed forces, it may become necessary to proclaim martial law in certain parts of the country."

Suspends Courts

Loaded Coal Cars In Runaway Race Down ONR Line

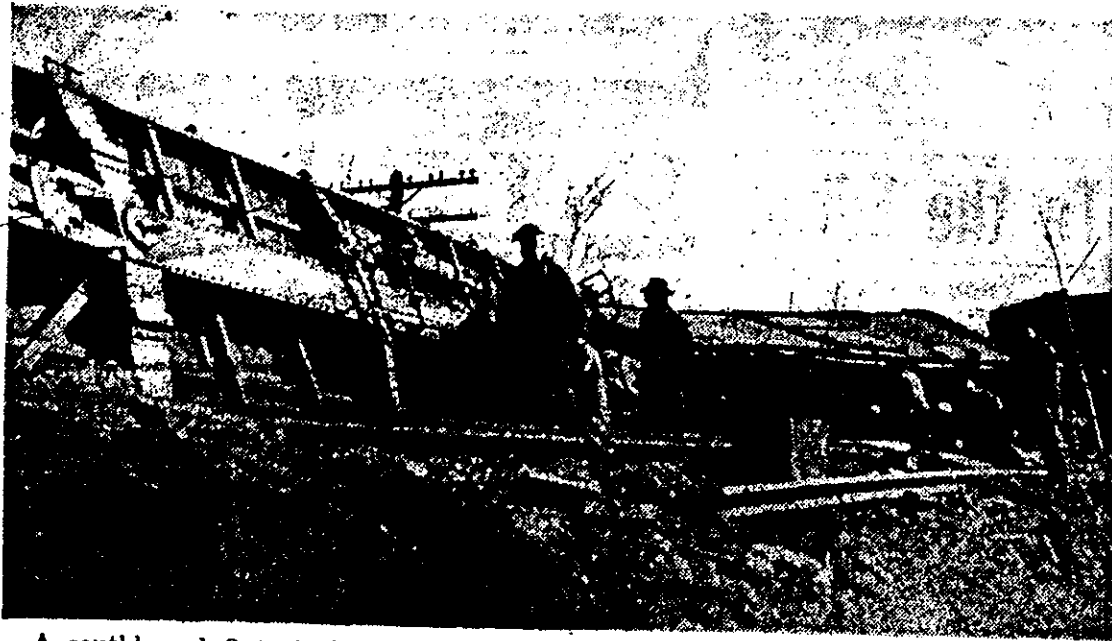
Moved to the Ontario Northland Railway's main line during switching operations at Cobalt on Wednesday, a pair of railway cars loaded with coal escaped from their rightful places in a northbound freight train and went galloping along the main line like two stallions in a movie of the old west.

The two "iron horses" sped northward through Haileybury and New Liskeard, and stopped of their own accord about 12 miles from their starting point. Relieved railway authorities at North Bay headquarters of the ONR announced today that possible serious consequences were averted by the absence of any southbound trains on the line at the time.

One report said that train hands made a vain attempt to stop the cars as they began their runaway dash up the line, but this has not been confirmed. Investigating railway authorities have not yet disclosed the cause of the incident.

December 11
1947

ONR FREIGHT JUMPS TRACKS



A southbound Ontario Northland Railway freight train, caused the jumble of wheels and box cars seen in above photos. Three freight cars and the tender of engine No. 316 left the rails at approximately midnight Friday on a sharp curve at Trout Mills, three miles northeast of North Bay. No person was injured. In the top picture

an auxiliary unit and crew are shown as they cleared up the wreckage on Saturday morning. The bottom picture is a general view of the overturned cars. Main line traffic was blocked until noon Saturday. A broken rail was reported to have caused the mishap, but railway officials have not confirmed this.

Nugget Photos

FIRE HAZARD LURKS BEHIND

Smoking materials and campfire still top the list as the destroyer

RLY. COLLISION

(Continued from Page 1)

Toronto, and Conductor B. C. Mason of Toronto. W. R. Winters of North Bay, baggageman on the pullman and an O.N.R. employe, was also injured. All three were on the "Northland."

Three members of the crew of the freight train, all O.N.R. employes, received slight injuries. They were Brakeman C. Ferguson, Fireman H. J. Collins and Engineman T. A. Sykes, all of Englehart.

Engine Trouble

The accident occurred at 9.50 o'clock last night, 10 miles north of Englehart. Train No. 50, the "Northland," had stopped owing to engine trouble. Before repairs could be effected a freight train, following the "Northland," crashed into the rear end of the passenger train, derailing a pullman car and three freight cars.

Responsibility for the accident has not yet been ascertained, but an investigation is under way. All injured persons were given medical attention at Englehart by Dr. Alden. Passengers from the derailed pullman car were transferred and continued on their way.

Traffic was delayed five and a half hours while the track was cleared.

During the accident, telegraph and telephone posts were knocked down, and wire service north of Englehart was broken. Extra work gangs were dispatched to effect repairs, and some of the lines had been restored for service by mid-morning today.

INQUEST

(Continued from Page 1)

J. H. Newton died from shock and extensive burns and a fractured skull, and W. H. Lewis died from extensive burns, and shock due to exposure, on January 1, 1948, and J. D. Lang died from pneumonia brought on by toxemia poisoning on January 16, all as the result of a head-on collision between ONR train extra 312 north, and ONR train No. 416 south, about two miles south of Cobalt station in the Township of Coleman, at about 6:15 a.m. January 1, 1948.

"We further find that the operator at New Liskeard was remiss in his duty in not stopping ONR train 416 south to give him orders to meet extra 312 north at Cobalt.

"We recommend that the ONR give consideration to a ruling for a separate order affecting each meet."

Coroner Dr. J. F. Edis of Swanton presided at the inquest which was held in the Cobalt community hall. Among officials present were A. Jardine, ONR superintendent, Englehart; R. J. McMillin, North Bay, trainmaster and rule instructor for the ONR; W. G. Perry of North Bay, ONR counsel; W. H. Phillips, of Ottawa, vice-president of the Order of Railroad Telegraphers, and J. J. Kelly of Winnipeg, solicitor for the Order of Railroad Telegraphers. Crown Attorney W. H. Walter, of Halleybury questioned the witnesses.

A graphic account of efforts to save the lives of the three railroaders who died as a result of the crash was contained in the testimony of Dr. H. A. Dunning of Cobalt, who was the first of 18 witnesses called to give evidence.

With F. G. Legallais of Cobalt, ONR agent, Dr. Dunning arrived at Pickering Lake, where the accident occurred, at around 8 o'clock on the morning of New Year's Day. "We climbed around the engine and reached the cab where Mr. Lewis was. He was pinned there and it was impossible to take him out at that time. With some difficulty I was able to give him morphine by injection. This relieved him considerably. We were unable to pry up the metal under which he was pinned and Mr. Legallais went back for more help. I then went to the caboose of the northbound train. Three injured men were there. One was Mr. Newton, who had been comfortably placed on a bunk. He was unconscious and was obviously burned from head to foot. In addition he had a scalp laceration.

"Mr. Lang was also extensively burned. He was lying in another bunk, conscious. A third man, Conductor Bourret, had an injured knee. With the assistance of a nurse we administered first aid. Mr. Newton died at about 11 o'clock a.m. in the caboose, without recovering consciousness. His death was due to shock, caused by extensive burns and possible concussion or possible fractured skull."

(On later medical evidence the jury attributed Newton's death to shock brought about by extensive burns and a fractured skull.)

Dr. Dunning paid high tribute to the determined efforts put forward by brakeman Alex Tipler, a member of the crew of the northbound train, following the crash. "Brakeman Tipler took the two men, Mr. Newton and Mr. Lang, separately from the engine, and carried them the length of the northbound train through deep snow to the caboose. It was a remarkable piece of work. The snow was two or three feet deep. For one man to take them both back was remarkable. It was really a nice piece of work."

of the wreck on snowshoes from his home about a mile distant, Dr. Dunning said. He walked in his efforts to climb the engine to give treatment to Mr. Lewis who was pinned in his cab. Dr. Dunning asked the boy if a ladder were available at his home. "He immediately went off, returning a very short time later with a ladder which he constructed then and there for our use," said Dr. Dunning. "He gave very fine co-operation."

"Mr. Lang improved quite well, and with the aid of blood plasma, called quite successfully, until January 15 when he showed signs of pneumonia. He died early in the morning of January 16, of pneumonia. Contributory cause was toxemia from burns. After giving the emia from burns. After giving the injured men first aid I went back to Mr. Lewis. He was not in pain, but complained of the cold. It was not long before men came with acetylene torches.

"At what time was Mr. Lewis freed from the wreckage?" asked Crown Attorney Walker.

"I presume at about 10:30. He was there about five or six hours."

"He was able to make some statement?"

"Yes. He was conscious. He must have been a man of remarkable vitality."

A member of the jury asked the witness if the acetylene torches had arrived within a reasonable length of time. "Yes," Dr. Dunning said. "They were difficult to obtain. We finally got them from the A. J. Murphy Lumber Company at Latchford."

Medical evidence supplied by Dr. Dunning was corroborated by that of Dr. W. C. Arnold of Halleybury. "I arrived an hour after Dr. Dunning," he told the jury. "Things were as Dr. Dunning has described them, except now there was a ladder, enabling us to climb to the cab." The witness said he had later examined Mr. Newton and had found he had a fracture of the skull. "Nothing could be done for Mr. Lewis. He was pinned tightly in his cab. Morphine had relieved his pain and he complained only of the cold." The witness gave further evidence touching upon the injuries suffered by Mr. Lewis.

Dr. W. C. Arnold of Halleybury said all the injured men had been removed from the scene by the time he arrived with the exception of the engineer, Mr. Lewis, who was still pinned in the wreckage. "We waited and did what we could for him, and I went with him to the hospital at Halleybury where Dr. McCullough and I did all that could be done."

Mr. Lewis died later that day in hospital.

Provincial Constable Edward Dunnett of Halleybury testified concerning his investigation of the wreck. He inspected a sketch of the accident and said it illustrated the scene he had found when he arrived at Pickering Lake. The sketch was entered as an exhibit.

Provincial Constable N. F. Morris of Halleybury confirmed the testimony offered by the previous witness, and told the jury that in his opinion neither engineer had had much chance to see each other as one train had just come around a curve while the other had just emerged from a rock cut.

W. J. Bourrett identified himself as the conductor of the northbound train. "We were, an extra, No. 312, carrying empty cars and general merchandise."

Crown Attorney Walker: "Does an extra freight mean that you were not a timetable train?"

"Yes."

"What time did you leave North Bay?"

"At 12:20 a.m. We arrived at Temagami at approximately 4:10 a.m. and left at 4:40 a.m."

"Did you receive orders at Temagami?"

"Yes."

"From the Englehart dispatcher, Mr. Ballantyne. It was delivered to me by the operator, Knapp, at Temagami."

"The order said for you to meet 416 at Cobalt?" "Yes."

"That would mean you would stop at Cobalt?" "Yes."

"But you never reached Cobalt?" "No."

"That order would also be sent elsewhere, would it not?" "Yes."

"The corresponding order would be sent to some other point to govern 416?" "Yes."

"Receiving that order, you went on?" "Yes." "And there was a collision?" "Yes."

"Where were you at the time of the collision?"

"I was in cupola (the 'lookout' of the van) at the rear end of the train. My train was just going around a curve." "Did you see the other train?" "No." "What time was it?" "It was just about 5:15. It was just breaking day."

"Will you describe what happened to you?"

"When we collided I was knocked to the front of the van. I injured my knee. Mr. Tipler got up and I asked him if he were hurt. He said yes. Then he went up and brought back Mr. Lang. Then he went back and got the fireman (J. R. Newton) and brought him back and put him down comfortably. The wires were down and we couldn't get Englehart. Newton was pretty bad."

"Do you know of anything that could have been done to avoid the accident?" "No. It was a clear morning, middling dark, very cold."

"Where was the engine?" "I was injured and I didn't look. I went down the south side of the train."

"At what time should you have arrived in Cobalt?"

"At no particular time. Just as soon as we could."

A jurymen asked how fast the train was moving. "Oh, 28, 30 or 32 miles an hour. It was a normal rate of speed for that particular place."

"How fast could you stop your train if it were going 30 miles an hour?" "That would depend upon various conditions. It would depend on the condition of the air brakes, for one thing."

Crown Attorney Walker: "You had your order. Would you expect the other train had similar orders?" "Yes, that's right."

"Did you receive any change of orders en route?"

"No."

C. Leishman, conductor of 416 south, said his train was a timetable freight, travelling out of Englehart. "What orders did you have when you left?"

"We had the 'right to run' order, and a 10-minute-late order on No. 40, a northbound passenger train, and an order that the switch at mileage 109 was spiked."

"What is 'spiked'?"

"It means the switch couldn't be used."

The order board was clear at New Liskeard, said the witness. "The green signal was up."

"What do you mean?"

"Well, if the sign means to stop it would show a red light, and the arm would be horizontal. For 'go ahead' there would be a green light and the arm would be straight up. For 'caution' there would be a yellow light and the arm would be on an angle. The light was green, meaning 'all clear'."

"Even if the green light is on you have to stop at places where there is an operator, unless the operator waves you through," Mr. Leishman explained.

"And he gave you an all-clear signal?"

"Yes. He gave me a proceed signal and I answered."

"There was no other communication?" "No." "Did you receive any order to stop at New Liskeard, Halleybury or Cobalt?" "No."

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brakeman (C. E. Phillips of North Bay) had a dislocated shoulder. The engineer was shaken up."

"Do you know of anything that could have been done to avoid a collision?" "No."

"To your knowledge, up to the time of the crash nothing was amiss?"

"As far as I was concerned, everything was all right."

A member of the jury questioned the witness further. "What would you have done if there had been someone signalling with a lantern?" "I would have stopped."

The witness said G. W. Hill, operator at New Liskeard, gave the "go ahead" signal. There was no operator at Halleybury, North Cobalt or Cobalt, he replied, in answer to questions.

"Did you know an extra train was coming?" inquired a member of the jury. "No," said Mr. Leishman.

Engineer J. Fletcher, of the crew of No. 416, said he was driving the engine into New Liskeard. "What was the signal at New Liskeard?" "There was a green light."

"Did you see the operator with a lantern?" "Yes. He gave the 'proceed' signal."

"And the train went through New Liskeard because it was so signalled?" "Yes." "And below Cobalt came to the collision?" "Yes."

"Were you driving?" "Yes."

"When did you first see the other train?"

"When it was about three engine lengths away I saw the engine of 312." "How far would that be?" "Oh, I'd say it was about 250 feet off."

"How fast were you going?" "About 30 miles an hour. It is a normal rate of speed at that particular place."

"Did you get a signal to stop at Cobalt?" "No."

The witness said he applied the brakes then jumped when he saw the collision would be unavoidable.

Brakeman C. E. Phillips, Fireman B. Edmunds and Brakeman L. Drury, all of the southbound train crew, described the impact. Phillips and Edmunds jumped to safety. "I couldn't say. It all happened in a split-second," said Fireman Edmunds when a member of the jury asked if he could feel the train braking just before he jumped. Drury, who was in the tail-end of the train, said he did not see the other train coming, and was unhurt by the impact of the collision.

A member of the jury asked Drury if he had noticed the New Liskeard operator making the "proceed" signal. "Yes," he testified. Edmunds, recalled in compliance with a juror's request, said he also had seen the operator giving the signal.

Brakeman A. Tipler, whose rescue work at the wreck earned him considerable praise at the inquest, described briefly his activities after the collision. "I helped Newton to the caboose after I helped Mr. Lang back. Mr. Lewis was pinned in his seat."

"What was done with the two injured men?"

"They were put on mattresses and covered up."

The duties of a dispatcher were described by J. E. Ballantyne, ONR dispatcher at Englehart, who went on duty at 12 o'clock midnight on the morning of January 1.

"What if any order did you give for 312 north, to meet No. 416 at Cobalt?" asked Crown Attorney Walker.

"The order was order No. 211, addressed to No. 416 and the operator at New Liskeard, to No. 416 at Englehart and to extra 312 north, at Temagami. It was relayed to 312 by the Temagami operator. It said, 'as nearly as I can remember, extra 312 north meet No. 416, engine 1103, at Cobalt, and No. 416, engine unknown, at New Liskeard.'"

"The operator at Cobalt was off-

that 416 had gone through New Liskeard. He was busy on his phones for some time and later wire trouble developed.

"According to the order you gave, the board should have been red at New Liskeard?" asked a member of the jury. "Yes."

F. A. Knapp, ONR operator at Temagami, gave conductor Bourret his order to meet 416 at Cobalt. "That would have been at about 4:25 or 4:30 a.m.," he testified.

V. R. Crozier, the operator at Cobalt, had gone home when instructed at 5:55 o'clock by Mr. Ballantyne that he was free to go off duty.

"Did you hear of the order that the trains were to meet at Cobalt?" asked Crown Attorney Walker.

"I had overheard it on the telephones, but I had not received it."

"If this order had been addressed to you what would you have done?"

"I would have had to stay until the meeting took place."

"As I left the office I heard the train coming. I just got in the house when I heard him go through the station," said Mr. Crozier. "I didn't think anything about it. If I had thought of it, I might have assumed he was going through to the siding south of the station." "G. W. Hill told the jury he was station."

The ONR operator who was on duty at New Liskeard from 12 midnight to 8 a.m. on January 1.

"Did you receive order 211 from Ballantyne at Englehart?" "Yes."

"Is this it?" asked Crown Attorney Walker. He showed the witness the paper upon which the order had been written. "Yes."

"At what time did you get it?" "At 4:11 a.m."

"Were you there when 416 went through?" "Yes." "Out on the platform?" "Yes."

The red signal, indicating orders to stop, was up but it was changed to green while No. 49, a northbound passenger train, went through at about 4:25 a.m., said the witness. "I cleared my board, thinking the order I had was a clinch order for 416."

"When you first received form 211 you took it to mean 416 was to stop?" asked Crown Attorney Walker.

"I thought it was a clinch order for 416."

Explaining his actions, Mr. Hill said, "I changed the light to green because I thought I had no signal affecting 416. I took up the red light so they would not stop for nothing."

Referring to the policy of the crews to stop the train even though a green signal appears if there is no confirmation of the "all clear" sign by a wave from the operator, Crown Attorney Walker asked if 416 would have stopped if it had not been waved through. "Yes," said the witness. "But you waved them through?" "Yes." "You gave the signal for it to go through, with your lantern?" "Yes."

"Now I can see it was addressed to 416," testified the witness, referring to the order.

"Looking at it, is there any doubt what it means?" "No." "Is it plain?" "Absolutely." "Does that order convey clearly what was to be done?" "Yes." "And it should have been done in any event?" "Yes." "It should have been communicated by you?" "Yes. But in my mind I thought I had it."

"Was there any special reason why it was not delivered? I mean you were on the job, you were sober?" "Yes."

"How long have you been in the employ?" "I have been an operator for over 20 years." "There is no question of lack of familiarity with these orders?" "No."

"Is it customary to receive orders for trains as one order?" "Yes."

"When 49 went through you put on the green light?" "Yes."

"When you didn't put the red light back on it was because you took for granted that the conductor of 416 had received the order at Englehart?" "Yes."

VICTIM OF ONR DAN LANG DIES

The death toll resulting from a New Year's Day head-on crash of two Ontario Northland Railway freight trains near Cobalt mounted to three today with the death of Joseph Daniel (Dan) Lang, 36-year-old North Bay brakeman.

Mr. Lang, badly burned in the wreck which claimed the lives of two other North Bay railroaders, succumbed shortly before 1 o'clock this morning at Misericordia hospital in Haileybury, where he had been taken after the accident two weeks ago. His physician, Dr. H. A. Dunning of Cobalt, told The Nugget by long-distance telephone today that Mr. Lang's death was due to pneumonia.

His condition had appeared to be improving throughout the first week following the wreck, and his wife, after spending a week in Haileybury with her injured husband, had returned to North Bay on Tuesday.

Last night Mrs. Lang received a telephone call from Haileybury telling her that her husband's condition had taken a serious turn. She left by taxi for Haileybury and after a heartbreaking ride which was slowed by poor driving conditions on slippery roads she reached her husband's side 10 minutes after his death.

Bring Body to City

An ambulance from the McGuinity and Heavener Funeral Parolours at North Bay left for Haileybury early this morning to bring the body of the ONR brakeman to North Bay.

Funeral arrangements have not yet been completed.

Mr. Lang's death occurred two weeks ago.

(Continued on Page 24)

Lang was employed at the time. They had made their home there ever since.

Mr. Lang worked for about two years as bailiff in North Bay and later was employed by the White Brothers Sports Shop. He served in the RCAF in Canada from June 15, 1944, to January 12, 1945, and he entered the employ of the ONR as a brakeman on June 13, 1945.

Well-liked by his many friends, he was a member of the North Bay branch of the Canadian Legion, and also belonged to St. Mary's Home and School Club.

He is survived by his wife; three children, Diana, aged 10; Alexander (Sandy), six, and Randall, two years old; his mother, Mrs. Alexander; four brothers, Bert of Chreiber; Mathew of Sudbury; Charles of Sturgeon Falls and Wallace of Highland Creek, and two sisters, Mrs. M. J. Beaudry of

weeks and one day after southbound freight train No. 416 collided with northbound freight extra No. 312 with terrific force at Pickerel Lake, two miles south of Cobalt. The accident occurred at 6.15 o'clock on New Year's morning.

Dead as a result of the head-on crash are Mr. Lang, Engineer W. H. (Herb) Lewis, one of North Bay's best known railroaders, and Fireman J. R. Newton, 21-year-old Navy veteran.

At Sudbika, Dr. J. F. Edis, coroner.

JANUARY 16

1948

April 10 1948

Engine, 3 Cars Derailed on ONR

Three box cars and the locomotive of a southbound Ontario Northland Railway extra freight were derailed at Trout Mills, three miles southeast of North Bay, at approximately 12:10 a.m. today. The train was reported to have struck a broken rail, but this was not confirmed by officials.

No person was injured.

The accident occurred on a sharp curve, directly above the main portion of the village. Eyewitnesses said the train was travelling at abnormally slow speed despite a fairly steep down-grade. Terrific

weight of the "drag" pulled the tender of the locomotive No. 316, over on its side toward the inside of the curve. The rest of the engine remained on the tracks. Two freight cars immediately behind the engine were completely derailed, while the front section of the third box car left the rails.

Eyewitnesses said the accident could have had serious consequences if the cars had left the rails on the outside rather than the inside of the curve. In the former case, the heavy train could have hurtled down the steep embankment into village below.

Passengers off northbound train No. 49 were transferred by bus to Feronia where they boarded train No. 50, originally southbound. Passengers from No. 50 were taken back to North Bay.

Auxiliary crews were dispatched from North Bay shortly after the accident was reported. The track was cleared by noon.

Two of the derailed cars contained mine and the third was carrying pulpwood.

The train was in charge of Conductor A. J. Larivee of North Bay. Engine crew were Engineer George Gubb and Fireman Dennis Newton, both of North Bay.

C.N.R. ENGINE, 2

Heroic Effort To Clear Tracks

TH BAY—Q—Auxiliary train crews from here worked feverishly to clear the main line of the Ontario Northland Railway, after the derailment of a locomotive and 21 freight cars.

No one was injured when the huge locomotive jumped the tracks and hauled all but 14 of its 35 freight cars off with it last night at Bushnell, 49 miles north of here.

C.N.R. officials reported no serious damage would result from the derailment. All cars derailed and the engine slid off the tracks in an upright position. The locomotive travelled several hundred feet after leaving the rails but did not overturn and the crew remained in the cab.

Reporters who flew over the scene later said they saw stock cars, coal gondolas and box cars jumbled in a huge knot along the battered tracks. Other cars were strewn along both sides of the right-of-way and at least two appeared smashed to pieces. A ragged gouge in the earth, several hundred feet long, marked where the engine had left the rails. The engine itself had been put back on the tracks.

Railway officials will investigate the cause of the derailment which occurred when the train was puffing north toward Englehart with goods for northern centres. Twelve of the derailed cars were empty.

Two passenger trains were delayed early today but passengers continued their trip by bus to Temagami and to North Bay. An-

Sault Star

MAY 18

1949

ENGINE, 21 CARS LEAP ONR TRACK

MAY 18 - 1949

Nobody Hurt 49 Mi. North

Auxiliary train crews from North Bay and Englehart were working feverishly today to clear the main line of the Ontario Northland Railway blocked by the derailment of a locomotive and 21 freight cars last night.

The derailment occurred at 9.40 p.m. Tuesday near Bushnell, 49 miles north of North Bay in the Temagami subdivision.

This morning ONR officials predicted the main line would probably be cleared tonight.

Cause of the derailment is unknown pending an investigation being opened today. None of the crew men or was injured when the huge locomotive jumped the tracks and hauled all but 14 of its 35 cars off with it, leaving a mass of jumbled wreckage.

The freight was bound for Englehart carrying goods for various Northern Ontario centres. One car was loaded with ale, one with paper, another contained gas, four were general merchandise cars and 12 of the derailed units were empty.

Shortly after the accident was reported auxiliary trains with special equipment were dispatched from North Bay and Englehart to begin the long, weary job of hauling the units back onto the rails with crane equipment.

Conductor Gordon Thompson of North Bay was in charge of the freight train involved in the accident and the engineer was J. H. Bainbridge, also of North Bay.

Two passenger trains were delayed by the blocked line early this morning but arrangements were rapidly completed to route the passengers by bus between Temagami and North Bay. Passengers from the

(Continued on Page 3)

CARS SCATTERED LIKE BROKEN TOYS IN DERAILMENT

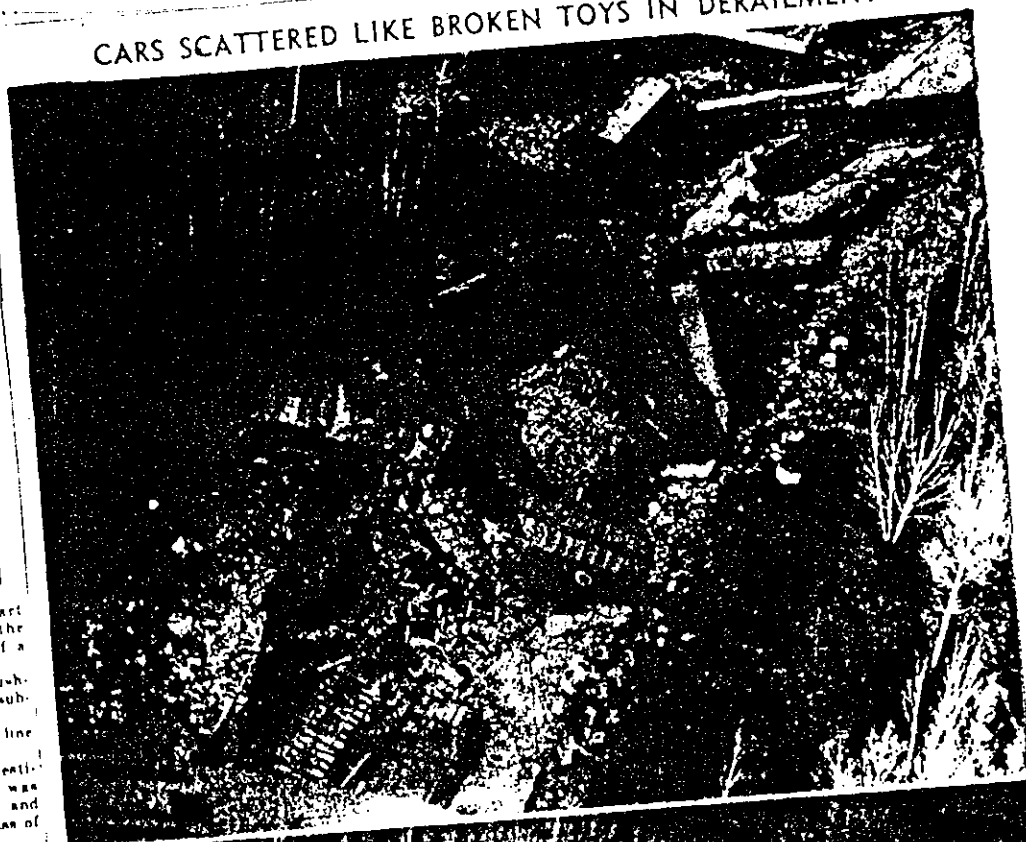
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and 12 of the derailed units were



This was the scene that greeted my "Harp" as they arrived at Bushong, where a stop on the "Harp" was made. A man in the North River, who was arrested, came from a jail at New York and was taken to the night. N. Jones was arrested in the same way. This is under investigation. He was arrested in the same way.

Other photos on page 5

OTHER PHOTOS ON PAGE 10

LOCOMOTIVES STILL HOLD OLD THRILL

3

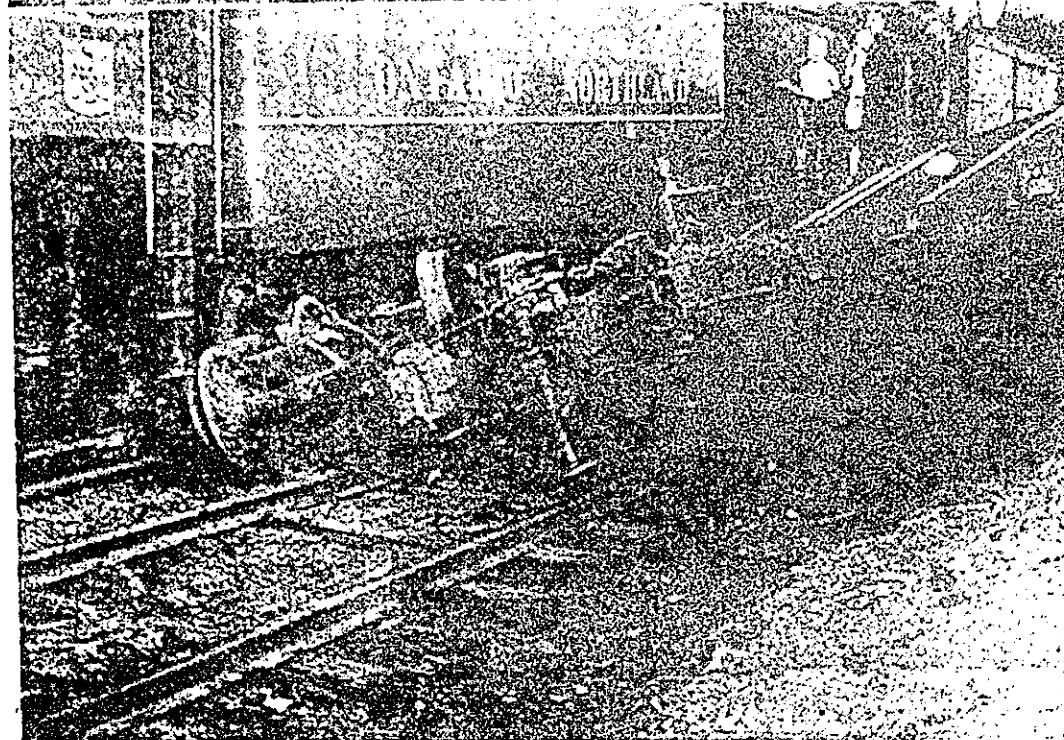
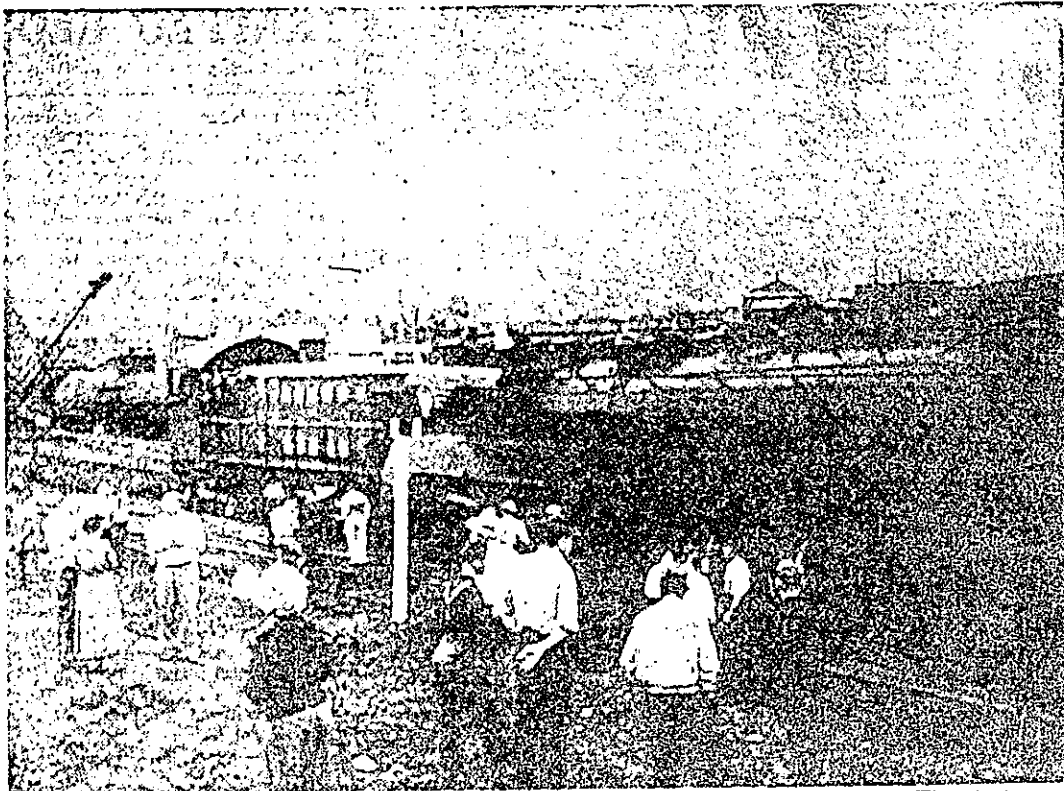


This may be the era of jet planes and supersonic flight but for youngsters the clamor of a mighty locomotive thundering through the night or belching away from a station still holds a world of glamor. In this photo, two

New Liskeard children gaze admiringly at Fireman Gerry Taylor and Engineer Arthur McElhaney, both of North Bay, as they prepare to pull away from the station.

—Nugget Photo by Vezina

ONR Trains Derailed, Six Hurt in Head-On



—Photos by Mrs. A. Frost

Two locomotives and five cars were derailed in a head-on collision at Temagami Saturday afternoon. The Ontario Northland Railway trains—one a work train, the other a freight—struck while moving

slowly on a curve. Here are two scenes of the accident showing the two engines (TOP) pushed together and part of a ripped car (BOTTOM PHOTO).

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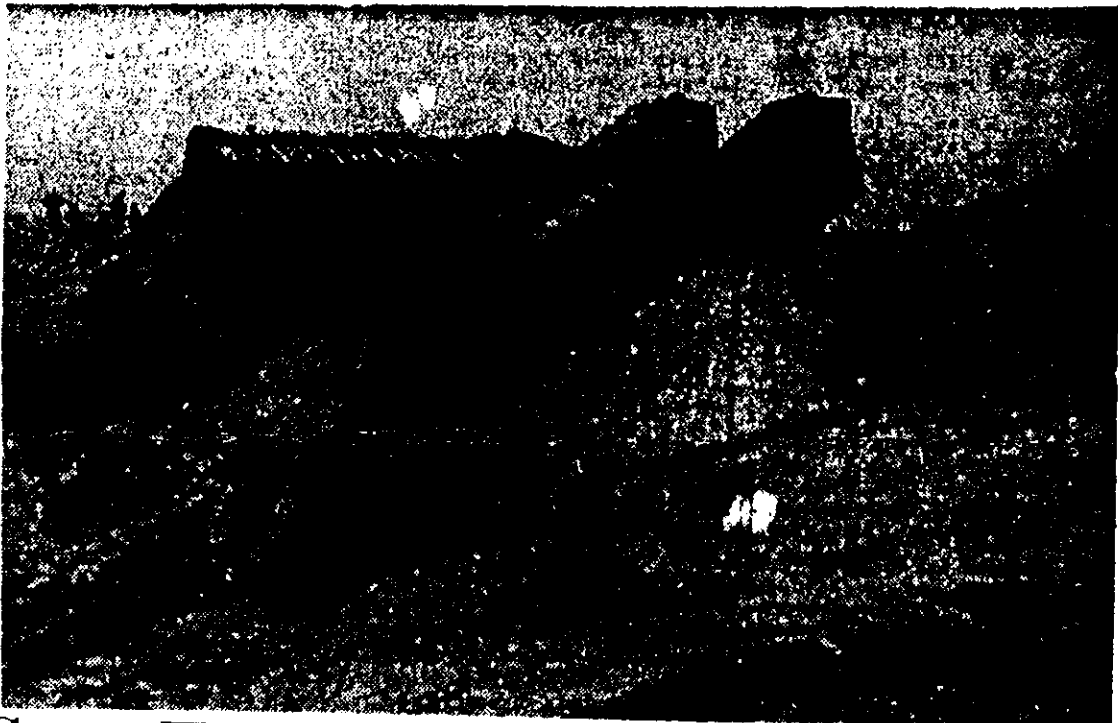
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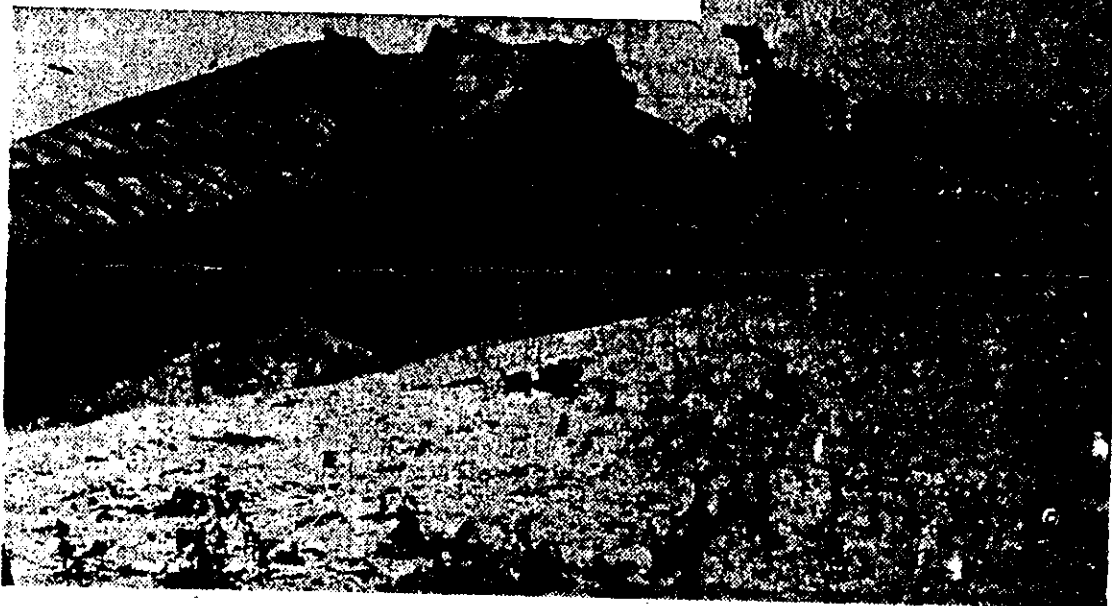
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Cars Topple Like Toys in Derailment

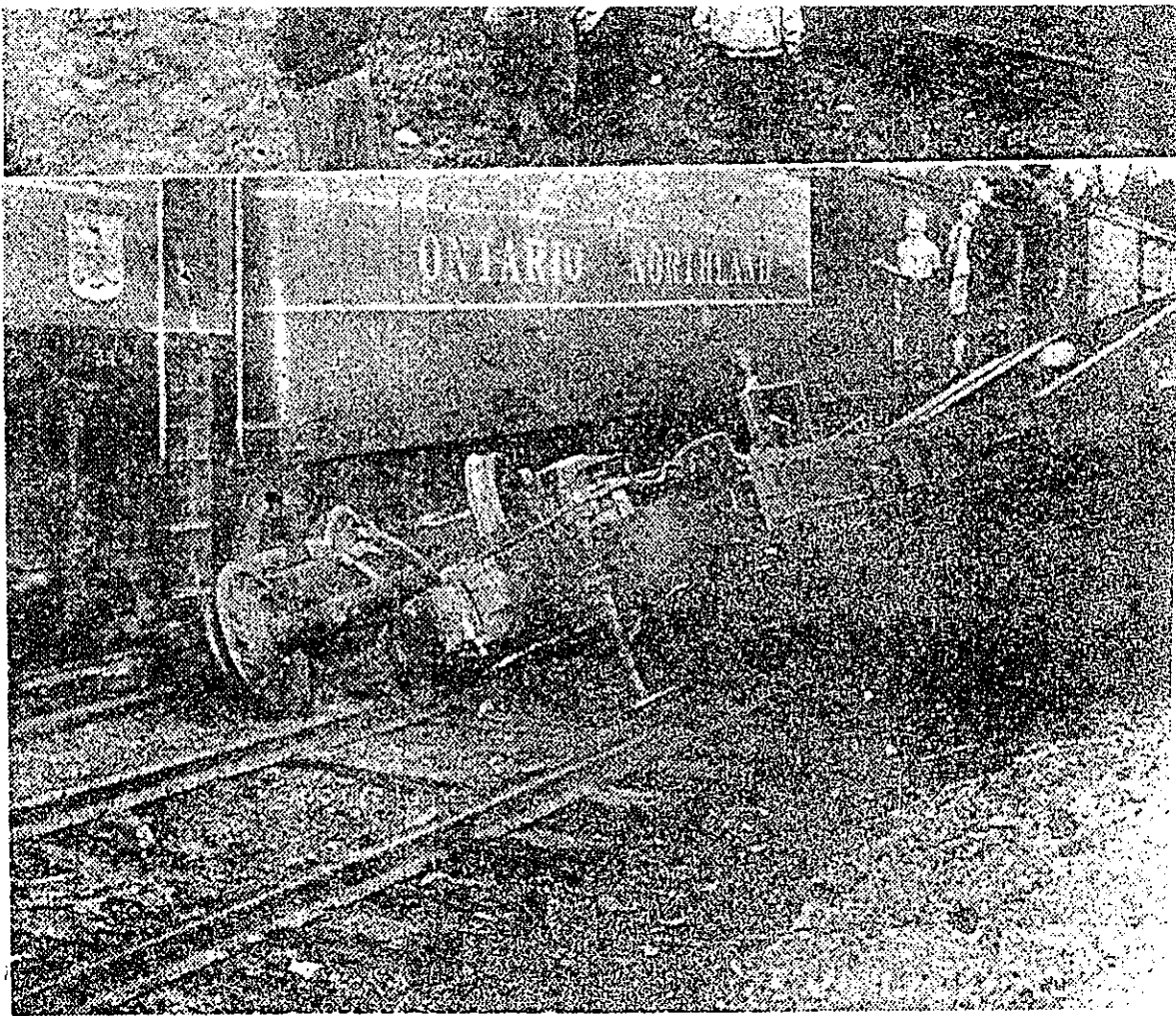


Wugget Photo

Fourteen boxcars and a diesel locomotive were derailed early Friday at Uno Park, six miles north of New Liskeard on the Ontario Northland Railway. Auxiliary crews worked throughout Friday and last night to repair the ONR's main line for resumption of normal traffic. Slightly injured when

the freight train left the rails were A. Jardine, Englehart, general superintendent, and E. C. Leishman, conductor, North Bay. These photos show the pile-up of box cars, with a crane clearing the track in the BOT-
TOM PHOTO.

\$200 Million Pledged . . .



—Photos by Mrs. A.

Two locomotives and five cars were derailed in a head-on collision at Temagami Saturday afternoon. The Ontario Northland Railway trains—one a work train, the other a freight—struck while moving

slowly on a curve. Here are two scenes of the accident showing the two engines (TOP) pushed together and part of a ripped car (BOTTOM PHOTO).

* * * MAY 23 1951 * * *

Two Ontario Northland Railway trains were derailed in a head-on collision at Temagami late Saturday afternoon.

Six crew members were injured, none seriously.

The trains—a southbound extra freight and a northbound work train—collided on a curve near the north switch at the Temagami town siding.

Both engines and five cars on the work train were derailed.

One crewman, fireman D. Hermiston of Englehart, was taken to Halleybury Hospital for treatment of cuts, bruises and shock. First aid treatment was given to fireman R. G. McIntyre of North Bay, engineers L. Newell of North Bay and H. B. Legary of Englehart and two laborers on the work train, G. Kostick and F. Derijke.

Auxiliary units from Englehart and North Bay were sent to the wreck scene, to re-rail the units and repair track damage. The locomotives which jumped the rails were a Diesel switcher on the work train and an 1100-type steam locomotive on the freight.

The track was opened for traffic later that night. Only passenger train was delayed was the southbound No. 46 which was held up at Temagami for two hours until arrangements could be made to divert it through a siding.

Conductors in charge of the trains were E. J. Kilroy of North Bay on the northbound train and C. Leishman, North Bay, on the southbound train.

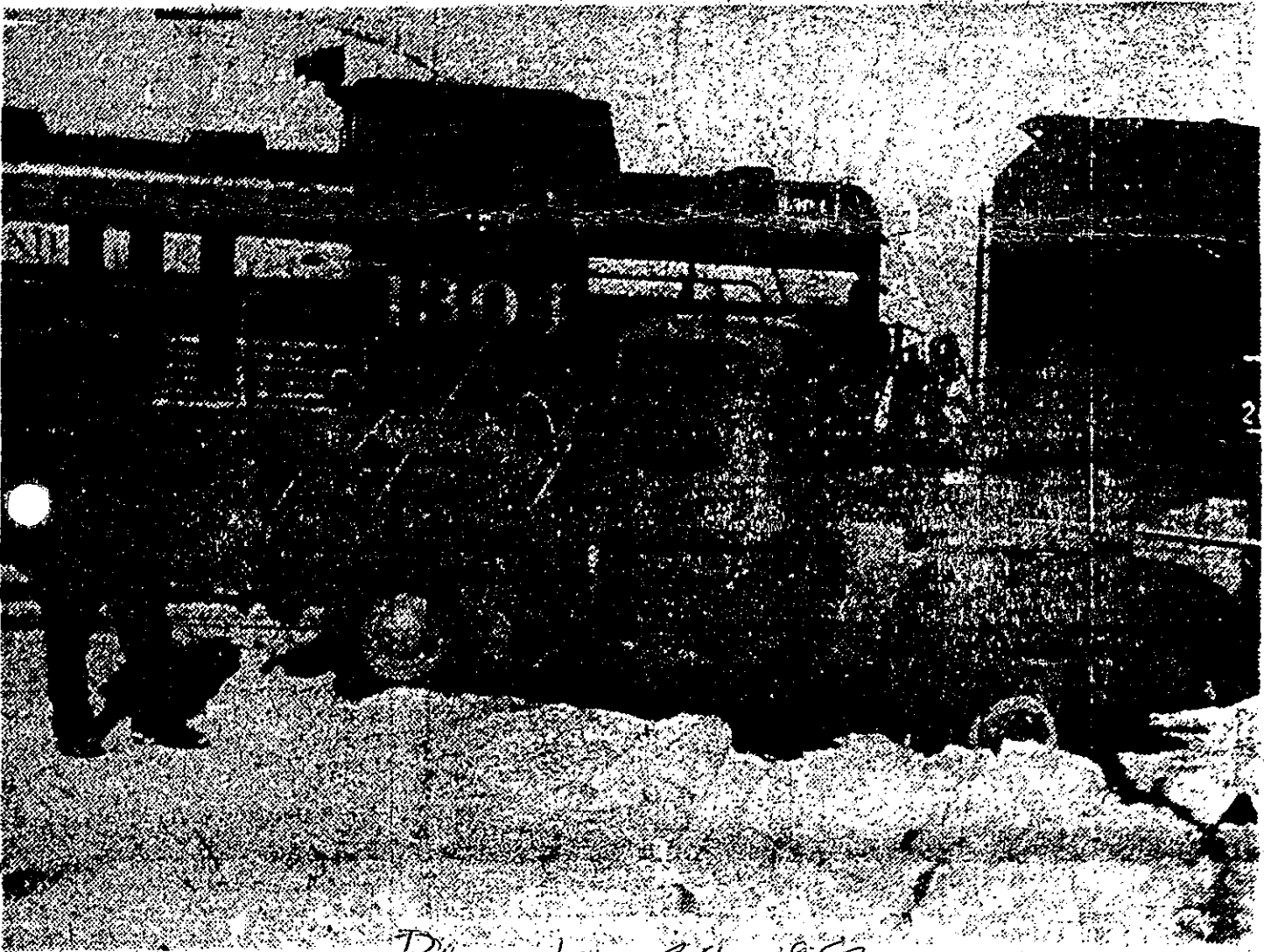
MAY 28 1951

Santa Claus paid a pre-Christmas visit to Cobalt, as guest of honor of the Cobalt Businessmen's Association. Occasion was

their annual parade, staged in co-operation with volunteer firemen. Photo was made on Lang street, as it enters "The Square."

—Nugget Photo by Hunt

DRIVER SAFE IN TRAIN-TRUCK SMASH



December 24 1952

—Nugget Photo by Hunt

This truck came off second best when it tangled with an ONR freight at Gillies Limit, about three miles south of Cobalt. Driver of the truck, Frank Gibson, of Co-

balt, escaped possible death by jumping from the cab seconds before the impact. Police officer in photo is Provincial Constable Charles Dubeau.

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Mrs. Wayne Vallancourt, Sudbourn, visited for a few days with her parents, Mr. and Mrs. C. Lang-

John McLeod was a visitor Friday in New Lakehead.

Mrs. M. Parfitt, Four Mile Lake, spending a few days with her

HS Teacher Honored On Leaving Sturgeon

STURGEON FALLS—Students of Sturgeon Falls High School honored test to Gail Donson and Arthur Vachon.

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Crews jump into snow

January
25
1965

ONR seeks cause of freight head-on

Two diesel engines were "severely damaged" and there was lesser damage to a third engine and eight freight cars, in a head-on freight train crash Saturday, Ontario Northland Railway officials reported at North Bay today.

All crew members, including one North Bay man, Jules Gravelle, escaped serious injury.

The accident occurred at Connaught, a few miles south of Timmins, shortly before 11 a.m. Saturday.

Crews are working in an effort to clear away the debris. It is expected the Timmins line will be reopened to traffic later today. Meanwhile, passengers are being moved by truck and bus around the blockage.

Trains involved were ONR freight-express No. 245, double-headed and hauling two cars and a van, and in charge of Conductor C. Johnston of Englehart and Engineer Jules Gravelle of North Bay, and a way freight, No. 414, single-headed and hauling eight cars and a van. In charge were Conductor C. L. Knight and Engineer E. M. Smith, both of Englehart.

It was reported that both crews jumped into deep snowdrifts beside the single track before impact. One engine rode up onto the other.

Mr. Knight, R. E. Smith, Engineer E. M. Smith and two brakemen, E. J. Breen and Don Mills, were taken to hospital in Iroquois Falls, for treatment for bruises. Don Smith and Bruce Downing, also brakemen, were taken to hospital but were reported unharmed. Mr. Gravelle and Alvin Fleming were uninjured.

Railway officials said the cause of the collision is under investigation. The extent of damage was not yet available.

Illegal to dump snow on roads, highways: chief

WEST FERRIS (Staff)—Chief Const. Gerald W. Regan said today homeowners and snow removal contractors who dump snow on municipal roads and highways are contravening section 98 of the Highway Traffic Act.

During the weekend's snow storm, during which seven inches of snow fell on the North Bay area, scores of persons shovelled snow from their walks and drives and contractors pushed snow from parking lots and service stations onto streets, particularly Lakeshore Dr. (Hwy. 11-B.)

"This seriously hampered the flow of traffic and in some cases, made it necessary for the public works department to clear sections twice," Chief Regan said.

"First offence can carry a fine of up to \$50, second offence, up to \$100 and third offence, to \$200. We intend to enforce the act," Chief Regan said.

Similar problems were experienced by public works departments in North Bay, Widdifield and by the Ontario Department of Highways, THE NUGGET was told.

trucks are hauling snow from city streets.

Progress is at the rate of 12 to 15 miles an hour.

It was the second "big one" for the area this winter. Ten inches of snow dropped in an earlier storm.

Weather officials said the snow was hard to handle because it was wet, filled with ice pellets, and quickly became compacted under its own weight and under the whip of the wind. Wherever there was an open place, the wind blew up a drift, some of which built up to as high as three feet of hard-packed snow.

The full resources of Widdifield and West Ferris township works forces were in action throughout the weekend too. Snowbanks mounted as the plows swept past. Reeve Donald King of Widdifield said most of the township's 165 miles of roadway were in good shape today.

OLD DRIVEWAY PROBLEM

One unhappy aspect of clearing activities remains unsolved as far as public works forces are concerned: how to plow the street without filling in driveways.

"There's no answer to that one," a spokesman at the public works office said today.

"We just have to accept the complaints. If we had to stop and open up each driveway as we went along, we'd get nowhere."

So hundreds of residents of North Bay, Widdifield and West Ferris joined the ranks of the workers who were trying to remove the storm's effects.

In many cases the "unofficial" workers underwent a series of frustrations. If they dumped the snow from their driveways into the street, the plows put it back. "You can't win," was the typical reaction.

Department of highways kept area roads open to traffic throughout the storm.

Late Saturday night crews and equipment fanned out over the 740 miles of highway maintained by forces from the North Bay headquarters offices. The territory extends to Burks Falls, east to Pembroke, through the Kiosk area, throughout the Sturgeon Falls region and up to

JAN 26 1965

Traffic back to normal on ONR; no firm estimate of damage

Traffic resumed on the ONR's Timmins line at about 7 o'clock Monday night after it had been blocked by a head-on collision of two freight trains Saturday.

E. A. Frith, general manager of the ONR, told THE NUGGET crews are still working at the scene, to bring in two diesel engines reported "severely damaged" in the accident, which occurred at Connaught, a few miles south of Timmins, shortly before 11 a.m.

He said damage will be assessed fully when the engines have been brought into a shop for examination. It is not yet known whether they have been damaged beyond repair, Mr. Frith said.

Such diesel units cost upward of \$200,000 each, but Mr. Frith pointed out they are not new, and the cost figure would not represent their depreciated value at the time of the accident.

A third engine, which was damaged to a lesser degree in the accident, has been removed to a siding. Eight freight cars were also damaged.

One of the train crew, Engineer Jules Gravelle of North Bay, originally thought to have been uninjured, was removed from No. 50 Monday at Cobalt and was taken to Halleybury where he was admitted to Misericordia Hospital for treatment for shock. Officials said he is expected to be released today.

Damage to trackage was described as "light."

The accident occurred when ONR freight-express No. 345, double-headed and hauling two cars and a van, collided head on with a way freight, No. 414, single-headed and hauling eight cars and a van. Crews were reported to have jumped into deep snowdrifts before impact. One engine rode up onto the other.

Plans UN visit

ALGIERS (Reuters) — President Ahmed Ben Bella of Algeria will represent the Arab world at the United Nations General Assembly debate on the Palestine problem, official sources said Tuesday.

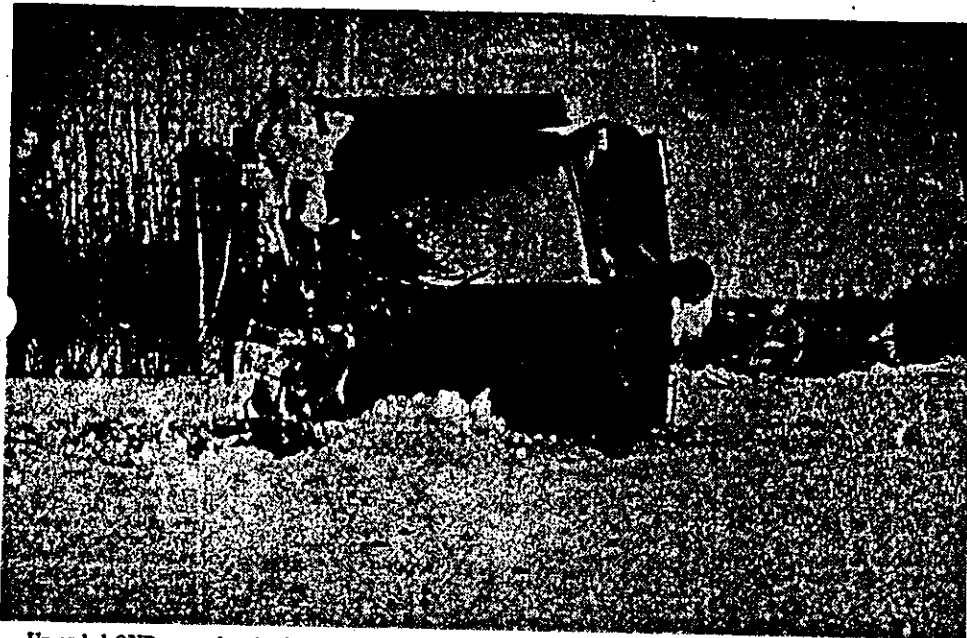
THE NORTH BAY NUGGET

57th Year—No. 27—16 Pages

NORTH BAY, ONT., TUES., FEBRUARY 23, 1965

10c Per Copy—45c Per Week Home Delivery

Two Englehart men die as ONR train hits plow



Up-ended ONR snowplow is shown following head-on collision with freight train Monday three miles east of Kirkland Lake. Wrecked diesel locomotive is seen in background.

—Nugget Photo by John Hunt

3rd crewman still in critical condition

KIRKLAND LAKE (Special)—A full-scale investigation was under way today in the wake of a head-on collision on the Ontario Northland Railway which killed two Englehart men and injured five others.

Fatally injured when a freight train collided with railway snowplow on a single track three miles east of here Monday were Carl Houston, 54, foreman on the snowplow, and Alan Webster, 50, plow operator.

The snowplow was smashed back into the diesel engine that was pushing it and burst into flames after being hit by the eastbound freight, en route to Larder Lake. The freight engine landed on its side on the track. The diesel, which was pushing the snow plow was extensively damaged.

Injured in the accident were:

Arthur Wallace, engineer on the freight train, in critical condition in hospital here; Charles Swayne, 52, relieving roadmaster on the freight, in fair condition with multiple rib fractures; Donald Monahan, 31, fireman on the work train, in fair condition with a fractured skull and scalp lacerations; George Nudds, 47, conductor on the freight train, who suffered minor injuries, and Brakeman W. J. O'Grady, 38, who suffered a cracked rib. All are from Englehart.

A wrecking crew was at work Monday night clearing the Rouyn-Noranda line. CNR officials said they hoped to have the line back in service within 24 hours.

An investigation of the crash is under way, but no estimate of damage was available.

The work train consisted of a spreader on the front, the plow, diesel and two freight cars. The freight comprised a diesel and six cars.

Other crew members, in addition to the dead and injured, were: Conductor Ernest Gedney, 50; Brakeman James Hall, 43; Brakeman Marvin Foss, 43; En-

ONR WRECK

(Continued from Page 1)

Southbound No. 50 were taken off at Temagami and passengers from the northbound No. 49, the "Northland," were taken from here by bus to Temagami where they continued their trip north in 50's equipment.

This same procedure will be carried out until the line is open, ONR officials said today, and none of the regular routes will be suspended. The point of derailment is in a sparsely-populated area of the Temagami Forest Reserve.

A. Jardine, ONR superintendent, left his Englehart headquarters this morning to go to the scene of the accident. He will head an investigating committee to probe cause of the derailment.

Apparently none of the crew members on the freight was endangered in the mishap. The locomotive travelled several hundred feet after leaving the tracks, carried on by its own momentum, but it did not overturn and the crew in the cab was not forced to jump.

The Nugget flew over the wreck scene late this morning in a Cessna

MAY 18
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