

DOMINION  
ATLANTIC  
RAILWAY  
DIARY

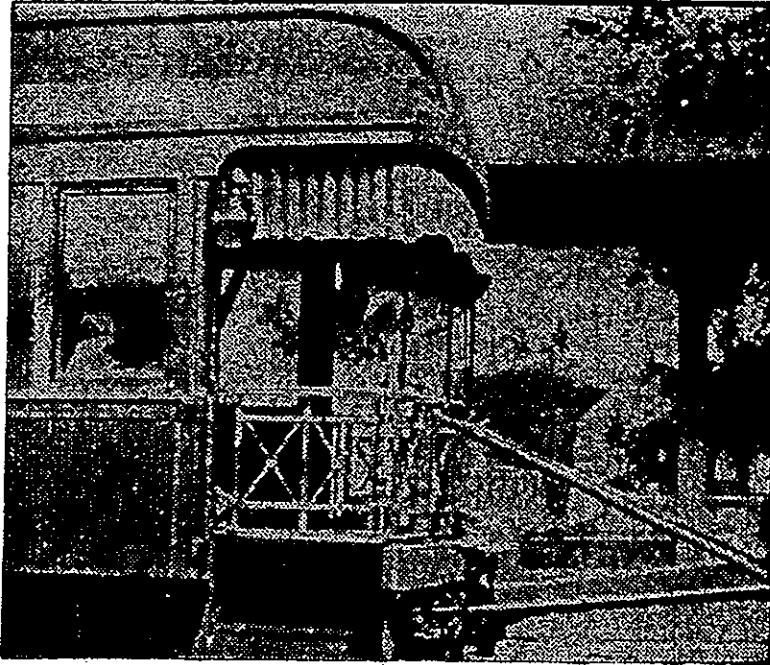
VII

HALIFAX HERALD

1930-1940

C. H. RIFF

# NOVA SCOTIAN'S DUST CATCHER IS DESCRIBED



"PASSENGERS on crack trains of the Dominion Atlantic Railway in Nova Scotia can sit on observation platforms without being choked by swirling dust. A new dust catcher consists of a rectangular frame of iron pipe covered with a screen of canvas and attached horizontally to the end of the observation car a foot below the floor level. Of light construction, it can be detached easily and quickly for cleaning."—From Popular Science.

## LIKE MUDGUARDS

DUST catchers used on Dominion Atlantic Railway trains have been described in a recent number of Popular Science, and I am indebted to Harry McKinlay, stationery and news dealer at Yarmouth, for a copy of this publication. Mr. McKinlay was at one time a news agent on D. A. R. trains.

Performing much the same func-

tion as the rear mudguard of an automobile, the dust catcher is a square of canvas sticking out horizontally from the rear of the observation car. Dust thrown up by the train wheels strikes canvas instead of choking passengers who want to enjoy fresh air and the scenery.

The device is not a new one, as stated by Popular Science. It was

Halifax  
April 5 1936 911

# The Railway Herald And Labor Man's Forum

(This column is conducted by an old-time railwayman for the railwaymen of the Maritime. The views are Railwaymen's views. THE RAILWAY HERALD is on the Railwaymen's side of the case.)

## NOTES AND COMMENT

**REGARDING** Premier King declaring that he would not give a "nickel" to provincial " Tory" governments to help relieve unemployment it may be said that his troubles in that respect are only beginning. Pretty soon he will have to face thousands of unemployed in a Dominion general election, and he will not be able to tell them in an arbitrary manner that he will not do anything to relieve unemployment.

The fact of the matter is that no matter which party administers the affairs of the country in the near future, they will have to deal with the labor problem, from the standpoint of machinery, new and improved, having thrown so many out of employment. This, and the fact of immigrants being brought in by the thousands, creates a serious, a grave, situation in respect to employment. The matter of placing the unemployed in a position to earn a living for themselves, and those dependent on them will have to be solved in some reasonable, legitimate manner. It may be by assisting as many as possible to get onto the land, or in some other way. A great many more could be employed if we thought less abroad for home consumption.

**DISTRICT** superintendents, master mechanics, division engineers, and other supervisors of the C. N. R. are in Montreal at an economic conference with the executive receiving, and considering suggestions as to how a dollar may be saved here and there. Safe to say the saving if any will be at the expense of wage employees.

**BY** the way, I heard a good story the other day about those economic get-togethers, or getting-togethers for economic study. It seems that at the time being no person had an idea to suggest as to how a few cents could be saved, but it also seems, according to the story, that one of the bosses after going home had a vision, or had dream in respect to economy and submitted it to the management in writing. He called attention that there was extra wage cost because of section men having to patrol the track on Sundays, and he suggested that to overcome this and even matters up in that respect a section man be laid

off each section one secular day each week.

If the story is correct, and there are those who say it is, then the brain that conceived the suggestion from the standpoint of official value must be judged from the bargain counter standpoint.

## ALONG THE RAILS

**I** NOTICE that my good, and long time friend, W. H. Taylor, Sydney Mines, formerly of Truro, writes in the Halifax Herald, suggesting that Angus Izzard, young colored man, also of Truro, who ran a mule through the darkness and storm one night a few weeks ago to a phone and saved a C. N. R. passenger train from plunging into a washout on the track over east, be given a red cap messenger position at the new government railway station in Halifax. The suggestion is a good one, and I rather think the C. N. R. management will act on it. Mr. Izzard is certainly deserving of recognition by the public in some way.

**THE** ice has gone out of Grand Falls and other places along the C. N. R. between Truro and Halifax.

**THE** C. P. R. evidently has reached Halifax. I saw C. P. R. locomotive No. 541 standing in the train shed at that place Monday ready to haul the Kentville train. The car next to it was a C. P. R. parlor car, and several C. P. R. passenger cars were in the yard at the South Terminal waiting for immigrants.

**JACK** CHAMBERLAIN, manager of the C. P. R. telegraph office Truro, went to Kentville, Monday, to relieve in the office at that place for a month. Jack's home town friends wish him every success.

**IT** is now officially announced that President Bontly, and the directors of the C. P. R. will visit Nova Scotia this summer, and will inspect the steel works at Sydney. It was announced in this department of The Herald a month ago that the trip as stated above had been postponed.

**I** AM not taking much stock in a report to rumors change in train service on this part of the C. N. R. at the change of time in May. However there is a report that the local car service between Truro and Sackville, is to be discontinued, and the service performed by the restoration of 17 and 18 trains between Truro and Saint John. It is also reported that the Maritime is to be relieved of way station stops out of Truro north at lights, and that this service, and the local morning service north of the above named place, is to be performed by the restoration of the light freight service between Truro and Springhill Junction and vice versa. It is also stated in the report that 9 and 10 trains between Halifax and Saint John are to be discontinued. As this report, if it materializes, would mean increase in trains I doubt if there is any truth in the rumor.

**JOHN** THOMAS, retired C. P. R. conductor, who lives in Truro, went to Thomson, Tuesday, to visit his sister, Mrs. Godfrey, wife of James Godfrey, of the C. P. R. track department at that place, who is quite ill.

**AVARD** FISHER, extra mail transferring employee at Truro station, has been promoted to a position

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to the post office of that place, and succeeded by Romie McDonald.

**JAMES** McDORMAN, retired trainman Truro, has returned from a visit with Mr. and Mrs. William Macdonald in West Virginia. Mr. McDorman said that passing through the south west farmers were seeding, but that afterward an unprecedented snow storm set in and blocked the roads.

**THE** following ladies, wives of railway men, Truro, are in Halifax attending the L. T. B. A. grand lodge of Nova Scotia, Mrs. J. S. Weatherby, Mrs. Suther Yull, and Mrs. Ray Mills.

**MRS.** AULAS, wife of Isaac Aulas, of the C. N. R. shop staff, Truro, was a visitor in Halifax Monday.

**MISS** GRACE McARTHUR, graduate of the School for the Blind, and daughter of Mrs. Margaret McArthur, of the C. N. R. station staff, Truro, is visiting her brother in Halifax.

**FRIENDS** regret the very serious illness of Frank Wooley, son of Robert Wooley, of the railway station staff Truro, and Mrs. Wooley, from pneumonia, and sincerely hope for a speedy recovery.

**JOHN** R. MORRISON, C. N. R. trainman, St. Peter's, C. B. Branch, was in Truro, Tuesday, en route to Boston. Mr. Morrison has been employed on the branch road for a good many years.

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## AN ACCOMMODATING RAILWAY

THE old Windsor and Annapolis Railway was a very accommodating road, or rather the management was, and I fancy that the D.A.R. regime is just as considerate of the best welfare of its patrons. The following incident which came under my personal observation will substantiate what is stated above in respect to the W.A.R. It happened one cold day in January, 1884. I was en route from Windsor to Windsor Junction to make train connection for Truro, and was traveling by the early train from Kentville, the local. The late Addison LeCain was conductor and Charlie Morley and "Jim" Dyken, both of whom have passed on, were the trainmen. At Mount Uniacke, with the train on time, freight was unladen, and passengers set down, and other freight and passengers boarded. Conductor LeCain was about to give the driver the highball to go, when suddenly the voice of a man was heard at high pitch, and observation revealed that the man was running at a high rate of speed along the road leading to the station. He finally reached the conductor, and panting for breath, told him that another man was coming out along the road with a pair of fat cattle for Halifax. That settled it. The train was held for more than half an hour, the cattle taken aboard, finally reaching Halifax and the market. In these days of rust and hurry an incident of that kind would be considered bad rail roading, but the idea of railway managements those days, both in connection with the W.A.R. and the I.C.R., was to first serve the people.

Halifax  
April 4 1931

# With The Railway Men

By Links and Pins

(This column is conducted by an old-time railwayman for the railwaymen of the Maritimes. The views are Railwayman's views; THE RAILWAY HERALD is the Railwaymen's side of the case).

By R. F. RUTHERFORD

CADIA, N. S., April 17:— I was very much interested in reading Links and Pins sketch in The Halifax Herald of the 4th recalling the arrival of the Marquis of Lorne, and the Princess Louise, their arrival in Halifax, in 1878, more so because I was one of the crew of the train that they travelled by over the I. C. R. R. G. Duncan was the conductor, W. K. Reynolds baggagemaster, and James Craigie and myself brakemen. John Hunter was one of the engineers. I am not positive as to Alexander Donald being the other, as Michael Tobin's name was mentioned as one of the proposed drivers. He had previously been running through to Moncton. Conductor Duncan, and Brakeman Craigie added their run at Moncton. I went right through to Montreal assisting Baggagemaster Reynolds. I had previously been running as baggagemaster from Halifax to Rivere Du Loup on regular trains. I later was appointed baggagemaster on the Royal Mail train to River Du Loup, my father being the conductor, and James Craigie the brakeman. That arrangement was changed later in part, that is I remaining baggagemaster till it was taken over by Blair Davidson, of River Du Loup. Previous to that he was manager of the Bellefontaine Hotel, at River Du Loup, which was owned by a retired Grand Trunk Conductor of that name. Regarding the Vice-Regal train Mr. Reynolds and I had a pleasant time in Montreal, continuing our trip to Toronto, through the kindness of the Grand Trunk management.

By H. E. GREENOUGH

DARTMOUTH, April 17:— Believing as I do that you are in agreement with me as to the importance, and necessity of accuracy in connection with the history of our railways, I therefore submit the following:  
Beside those you have mentioned as survivors of the old Nova Scotia Railways, there is David Pondinger, retired general manager of the I. C. R. who entered the service of the Nova Scotia Railway as freight clerk at Halifax in 1866, also John H. Hunt, Halifax, and still living who entered the same service in about 1872, and also D. A. Story, retired general freight agent, whose first job in connection with the provincial railway was also a clerk in the freight department. I cannot give you the date of his entrance, but will ask him when next I write him. And then there is myself who was employed as a track carpenter with John Fielding, during the fall months of 1867, when I was in my 14th year. I became regularly employed when I joined the N. S. R. car shop at Halifax in Tuesday, October 18, 1871, the day after R. F. Rutherford began his apprenticeship in the shop.

It may interest you if I tell you that about three weeks ago I had a letter from D. A. Story, retired

freight agent, stating that in a few weeks previous he had a conversation with Robert B. Brown who is the Canadian representative of the Railway and Locomotive Historical Society, with his office in Boston. This society I on record the builders' names, weights, numbers and names, a types of nearly all locomotives on the Continent of America, and wanted from me some information respecting engines built in Halifax, by Montgomery about 1871. I sent him a complete list up on the I. C. R., June 1875, 69 all. Mr. Story tells me Mr. Brown has written a very interesting paper on the Nova Scotia Railway. He, Mr. Story, has a copy which he intends to send me. I presume for publication in some of our local papers.

Note: I thank both Mr. Rutherford and Mr. Greenough for their interesting letters, and hope they will come again. I may say to Mr. Greenough that the Mr. Brown referred to some time ago furnished me with some data for Nova Scotia Railway locomotive which was published in The Halifax Herald. I join with a host of friends in extending best wishes to both the retired railway men Mr. Rutherford, and Mr. Greenough, who were fellow apprentices in the old Nova Scotia car shops at Richmond, Halifax, sixty years ago. It is good to have them and other of the railway boys lang syne still with us, and we one and all express the earnest hope that they may yet be long spared to us in health and happiness.

Links and Pins.

## A PERSONAL MATTER

THERE may be added to the list, the name of Charles McIntyre, Bible Hill, Truro, who was 86 on St. Patrick's Day last, and is still going strong. He was a brakeman on the old Nova Scotia Railway, and also in connection with the construction of the Prince Edward Island Railway.  
Now in respect to the personal matter, and I trust my readers will pardon me for writing of it here. It is this: I find on reflection that I am quite a rail veteran too, one who had some experience in connection with the Nova Scotia Railway. I recollect that my grandfather, the late Thomas Caudie, built the Riversdale bridge on the Pictou branch, in 1856. I was then eight years old and was there two months with him, and received fifty cents a day for carrying tools for the stone cutters to and from the blacksmith shop. I further recollect that I paid out a part of what I earned in the purchase of a pair of boys "topper" boots with red tops in front, and brass plates on the toes, and that I was mighty proud of them, especially of the fact that I had earned them. My next job was in connection with the building of the first railway bridge at Windsor in connection with the building of the Windsor and Annapolis Railway, my grandfather being superintendent of masonry, and my father a foreman under him. One of the stone cutters I carried tools to be sharpened for was Kenneth Sutherland who afterward became general

Halifax

April 18 1931

## With The Railway Men

By Links and Pins

(This column is conducted by an old-time railwayman for the railwaymen of the Maritime. The views are Railwaymen's views. THE RAILWAY HERALD is the Railwaymen's side of the case.)

THE Acadian trains are not to run this summer between Halifax and Montreal, and vice versa. It is said they did not pay. No doubt quite true. How could they be expected to with another train leaving the terminal points an hour or so later than those trains? If the Acadians had been made to leave Halifax at noon, or in the evening there would have been more accommodation for the public.

There are to be other cuts in service under the time schedule that goes into effect next Sunday the 16th. There is a reduction on the Central Branch in New Brunswick, and it is causing considerable complaint, and in addition there is considerable row in Cape Breton in respect to proposed change there of a reduction in service nature. The Inverness Branch and the St. Peter's Branch both junction the main line at Point Tupper. There are two trains a day each way on the Inverness Branch, passenger and way freight. There is a round daily service between Point Tupper and St. Peter's. It is, I understand, proposed to continue the St. Peter's train right through to Inverness three trips a week between the two points, which I also understand makes or will make the St. Peter's Branch a tri-weekly service, that is, up one day and down the next so to speak. This does, or will do away with a train on the Inverness Branch, and save the wages of a train and engine crew. A rather peculiar way to relieve unemployment. As stated, there

is considerable feeling among people directly interested respecting this contemplated change, and little wonder as it is not what those people voted for July 25, 1930. It is purely a case, that is if it comes about, of increasing the burden of the employees and the public in regard to economizing.

**B**EFORE the public are inconvenienced in that respect I rather think, and so do most people, that some other way of economizing should be put in practice. There can easily be a reduction of officials without adversely affecting the service. It is time some of the higher ups were made to bear some of the burden of cutting down operating expenses in connection with the C.N.R.

There are quite a few changes in connection with railway matters that the people ordered by their votes last July that are not forthcoming. Unless there is a change in that connection they will appear in the counting of the ballots again later on.

By the way, it is officially announced that the placing of a motor service on the Short Line of the C.N.R. between Pictou and Oxford Junction will result in displacing a fireman and a trainman. Another case of making the people bear the burden of economizing.

**A** SECOND accident within a week delayed the night train from Sydney Saturday morning. This time it was engine trouble. I presume for mentioning this I shall be accused of knocking the C.N.R. Not long since The Halifax Herald editorially referred to an accident on the C.N.R., and a

day or so afterward two of those wandering officials whose duty may be this or may be that, nothing in particular, were overheard abusing The Herald, calling it a mean sheet, and such like. It was the usual tactics of the hush-hush! hand me my check bunch, who seem to follow the wild geese south in winter and north in summer.

### D.A.R. SUMMER TRAINS

**T**HE fast summer train, the "New Yorker," of the D.A.R. will go into commission June 19th, two round trips between Yarmouth and Halifax a week. The Bluenose will begin the summer schedule June 22nd. The boats between Yarmouth and Boston are about to enter upon the three round trips a week, and there will be six round trips a week beginning June 28th.

There is a rumor that the train from Windsor over the Midland Division of the D.A.R. will arrive in Truro a quarter of an hour earlier than now, that is at 6 p.m.

### ALONG THE RAILS

**M**ISS JESSIE FRASER, daughter of Conductor and Mrs. J.

R. Fraser, Truro, underwent successful operation in the Cochester Hospital Friday for appendicitis.

**H. V. Musgrave**, assistant C.N.R. superintendent, Halifax Division, is acting superintendent during the absence of W. R. Fitzmaurice, who is taking a trip south on one of the government ships in which Panama is included. J. J. Daly, retired C.N.R. conductor, and Mrs. Daly are making the same trip.

**LEONARD KENNEDY**, inspector boilers, C.N.R., was in Halifax last week on official business.

Conductor J. R. Fraser of the passenger pool between Halifax and Moncton was off duty Friday and Saturday, and was relieved by Conductor M. W. Langille.

**ROBERT SMITH**, retired C.N.R. track foreman, Westville, who served fifty years, was in Truro Saturday accompanied by his son, who is a C.N.R. brakeman running out of Stellarton. Mr. Smith is in excellent health, but said that at times he found not being at work monotonous.

**Roy MacDonald**, C.N.R. fireman, Halifax, was in Truro Saturday en route to spend the weekend at his home in South Mailand.

April 20, 1931

# With The Railway Men

By Helen and Peter

They are not in contact with the railway men, but they are in contact with the railway men's wives. The wives are the ones who are the backbone of the railway men's lives. They are the ones who are the backbone of the railway men's lives.

## WHAT ABOUT IT?

MUCH is printed, and spoken, respecting death and other misery caused by intoxicating liquor, and quite properly, too, but never a word is heard in adverse criticism of death and misery caused by automobile accidents, especially on the Sabbath Day. Why is pulpit and moral reformer so silent in respect to one, and so pronounced in caustic criticism of the other. We have government control of the liquor traffic. Is there adequate government control of auto traffic?

## INCONSISTENCY OF IT.

A GOOD many people are complaining these days about the cutting out of train services, denouncing governments, and rail managements in that connection, and yet those same people journey throughout the country in automobiles the very reason that train services are being cut out. Railway managements be run as ornaments. They should at least receive sufficient patronage to pay running expenses. If they do not then in respect to the government railways the taxpayers must pay for running them quarter, or half loaded. To complain about the cutting out of trains, and the same people run the railways of traffic by them-

self utilizing autos for travel, and moving freight is about as consistent as it would be for Satan to rebuke sin.

## HERE IS MORE INCONSISTENCY

THERE are a lot of people in one breath clamoring for water power facilities, and the next breath condemning the government for not finding a market for Nova Scotia coal. If they know sufficient to criticize any thing intelligently they must know that every pound of power produced by water displaces that much power produced by coal by way of steam. I never could understand why, in this province where coal mining is our greatest industry, and gives us a very large part of our provincial revenue, there should be so much money spent in harnessing coal's greatest competitor, water power. We condemn Ontario for not purchasing our coal, and at the same time impair the coal mining business by utilizing water power close by the coal mines.

Think it over. What is your opinion respecting the matter?

## ALONG THE RAILS

MISS BELLA BRADLEY, clerk, Canada Railway News Co.'s stand, Truro, spent last week-end at her home in Parrsboro.

A. L. SUTHERLAND, retired C. N. R. locomotive engineer, Skelton, was a visitor in Truro Monday morning.

E. E. Stevens, Moncton assistant claims agent, Atlantic Key on, and H. S. Marthorn, Truro, agent for Nova Scotia, are at the birch on railway business.

It is understood that the new station building for the C. N. R. at Londonderry, built by a Moncton firm, which was inspected last week by railway officials has not yet been taken off the contractor's hands.

They say that after the boat upset on the lake at Sheet Harbor last week "Ducky" made a discovery—that he could swim, which he did reaching shore in safety, but left his fishing tackle behind with a trout on the hook. Sure "Duckies" can swim.

The following members of May Mosher Lodge, Ladies Auxiliary, C. B. of R. E., Truro, leave for Moncton today to visit the lodge in that city: Mrs. George Laithers, Mrs. Jessie Lane, Mrs. C. Beakney, Mrs. Dearmond, and Mrs. Boomer.

Mrs. MacDonald, wife of J. E. MacDonald, C. N. R. agent, Londonderry, was in Truro, Saturday.

May Mosher Lodge, Ladies Auxiliary, C. B. of R. E., will get on

ward party in the Kings-Hat the street, Truro, Thursday n.

Mrs. Lambert, wife of G. Lambert, retired cash foreman Truro, and her daughter-in-law, Mrs. Russell Lambert, were in Halifax, Saturday.

Albert Tobin, veteran C. N. pipe-fitter, Halifax, and Mrs. Tobin, passed through Truro, a day morning en route to Moncton where Mr. Tobin will undergo medical examination by the C. N. chief medical examiner, Dr. J. Gibson. Mr. Tobin's health, in the report of his army physician, has been quite unsatisfactory some time.

W. C. Smith, Halifax, general chairman Canadian Brotherhood Railway Employees, was a speaker by the outgoing Ocean L. Red, Monday morning.

## D. A. R. NOTES.

WENTVILLE, May 13.—Geo. A. Bishop, chief clerk of the general manager's office, has been admitted to the Victoria General Hospital, Halifax, for treatment to his hip. An old injury several years standing has been causing him considerable pain the last few weeks and an operation will probably be necessary.

Miss Helen Eaton, of the Accounting Department, has returned from a holiday spent in Boston and vicinity.

Many of the men are taking advantage of the Saturday holiday put in a day fishing at Stillwater or other places.

Roy Farnsworth, assistant wiper, Kentville, and the Hunt, of the Halifax freight office, braved the Arctic weather of a week at Stillwater Lake. They have some nice fish to show for it however.

Among those who have had some successful catches at Dalhousie this season is Harry Walsh who made the trip accompanied by Mrs. Walsh and his father, an mother, Mr. and Mrs. R. B. Walsh.

Included in the program of song at Mount St. Vincent Academy last week was the name of A. H. Morash, car accountant, whose tenor voice has often been heard over the radio, as well as in numerous local concerts. His daughter Phyllis is taking the commercial course there this year.

The first of the extra passenger equipment for the summer services arrived on the 12:30 this week. More will follow during the next week or two.

DAR.

MAY 19, 1931

# With The Railway Men

By Links and Pins

This column is conducted by old-time railwaymen for the enjoyment of the passengers. The name "Links and Pins" is the trademark of the staff.

## ABUSING GENEROSITY

**I THE WAY**, in the Halifax Chronicle, now that the fish season is on, is greatly exercised, professedly, in the best well of the fishermen, those hardy of toll who amid dangers seen unscathed, like the coal miners, ribute so much to the wealth of his Province. That writer is that the Tories for not doing a thing for the fishermen. Well, his party was in power dear wa, long enough to put all their classic ideas in respect to the welfare of the toilers of the fishery to the extent of a glance. How come the Liberal did not do that during the years fifty years they have been in power at Halifax, and the sixty-eight years they have been in power at Ottawa, since Confederation.

The writer referred to, sneeringly remarks that the Liberals are only enjoying the complaints of Tories over patronage. Much the complaint is due in the fact since coming to power at Halifax and Ottawa leaving Liberals in office. That sort of sneering will go on till the worm turns.

Liberals find themselves out of office then the Chronicle will say Tory heartlessness, are ad nauseam, the fact that the Tories, to the contrary, withstanding. To save their own skins Liberals holding office under Tory governments did not pray to be saved from machinations of The Chronicle, the other hand if the Tories were the spunk of a chicken they would accept The Chronicle's veiled allusion to them to dismiss Liberals from office and replace them with Tories. I am not asking that a be done, but merely referring what The Chronicle writer is attempting the Tory governments do.

## RAVINGS OF NILLY WITS

**I AM** accused of advocating wage reduction in connection with the C. N. R. Those who know my attitude in that connection also know that the charge is merely the raving of a lot of willynilty officials that continue to swarm up and down the National system for what reason, aside from drawing a salary check, they themselves do not know.

Railway wage employees have not forgotten the fight I put up a few years ago when determined effort was made to reduce their wages. They recall the fierce attacks made on me, the coarse abuse heaped on me at that time for the stand I took in behalf of the wage employees.

**PERSONALLY** I am opposed to curtailment of employment, and reducing wages during a period of business depression, on the ground that the pursuance of a policy of that kind does not speedily tide a country over a bad place from the standpoint of trade and commerce and industry. I take no stock in the statement that there is over-production for the reason that there cannot be over-production when the mass of the people, the wage-earners, thousands of them, are short in respect to the necessities of life. They would not be if they had work to earn the price to purchase what they are short on. If they had the work, they would have the price and the fact that they had the price to buy products would mean industry operating full force, full time. If thousands of men are thrown into idleness it must follow that millions of wage money has been withdrawn from circulation, and locked up in bank vaults. Idle money is no good to the country from the general standpoint. There, in brief, is my position in respect to employment, and wages. Believe it or not, agree with it or not.

## ALONG THE RAILS

**ROY DUFFY** of the C. N. R. shop staff, Moncton, Mrs. Duffy, and their little daughter were in Truro, Monday evening, returning from a brief visit to friends in the Valley.

**J. H. COCORAN**, veteran member of the staff of the passenger department of the C. N. R., passed through Truro to Halifax Monday night, and went east Tuesday. Mr. Cocoran is not now connected with the steamship service but is acting assistant general passenger agent Atlantic Region. He is a faithful, popular public servant.

**FOUR** cars of lobsters caused the outbound Ocean Limited to run

two sections west bound Tuesday morning from Truro, where the lobsters were picked up.

**"BILLY"** and Ellene Guinan, little son and daughter of "Tom" Guinan, train baggage-master, C. N. R., Truro, spent Monday at the home of Mr. and Mrs. Fred McCabe, River Phillip, and did some successful trout fishing.

**VINCE GUINAN**, of the C. N. R. car department, Truro, his sister, Miss Guinan, Miss Hella Bradley, and Miss Jean Bowden, were fishing at Belmont, Monday afternoon and had some success. They very thoughtfully remembered me with a specimen of the catch, a trout nine inches short of a foot in length, and thirteen ounces short of a pound. Figure its size out for yourself. I do not know if there is a law in respect to kidnapping baby trout or not.

**JACK** and Frank McCabe, C. N. R. electoral controller's, spent Monday at their home at River Phillip.

**FRANK McNEILL**, station master, Bedford, was a visitor in New Glasgow, Tuesday. Old friends over that way were glad to see him.

**L. C. LYNDS**, C. N. R. city ticket agent, St. John, and Mrs. Lynds, were in Halifax and Truro this week, called there by the serious illness of Mrs. Lynd's mother, Mrs. Byers, wife of R. W. Byers, of the station baggage staff, Truro.

**MRS. MacLEAN**, wife of J. W. MacLean, C. N. R. locomotive engineer, Truro, was a visitor Monday in Moncton.

**D. A. E. SMITH**, Kentville, was again taken over the ticket office at Passmore for the summer months. His place in the freight office at Digby has been taken by Rebe Batten.

**J. W. JACOBS** of the C. P. E., Sudbury, who has been located in Kentville inspecting timber and the crosscutting of ties, planks, etc., has returned to Ontario.

**REG. MacGILL** of the shop staff, Kentville, was laid off a few days last week, due to illness.

**CLAUDE BURNS**, general foreman, McAdam, visited different points along the D. A. R. last week.

**CONSIDERABLE** repair work is being done to Mill Brook bridge, east of Kentville. Some new plates are being added, and in connection with this work, Mr. Pearce, of the boiler shop at McAdam, is in Kentville, superintending the replacing of the steel.

**GEORGE BISHOP**, chief clerk of the general managers office,

has sufficiently recovered to be removed from the hospital at Halifax to his home. It will be some time, however, before he is able to resume his duties in the office.

**MISS ISABELLE MATHESON**, of the accountant's staff, spent the week-end with her parents in Lunenburg.

**MISS ALICE SHEA** of the claims department, was the week-end guest of Mr. and Mrs. A. F. Curran, Truro.

**A NEW** plank platform is being laid at Kentville station, which when completed will be covered with a composition of tar. The bay window of the commissary department has been cut off area with the other part of the station building, allowing some needed platform room. At the same time the partition of the commissary office has been moved back to increase the size of the office.

DAR

DAR

MAY 27, 1931



6/2/1931

# Walter Dill, Engineer, Dies

With D. A. R. for Many  
Years — Preparing for  
Work When Overcome

**K**ENTVILLE, June 1—It was an unfamiliar hand that guided the D. A. R. Express as it made its way from Kentville to Halifax this morning. Walter Dill, who should have been at the throttle, was dead. Dill, who has been locomotive engineer on the express for many years, arose this morning shortly before six o'clock to prepare his breakfast. As he moved about the kitchen it is believed he was suddenly seized with a heart attack, and dropped to the floor, dying a few minutes later, before medical aid could be summoned.

His death has aroused much sympathy here, as Mr. Dill, who was about 42 years old, was apparently in good health. He is a brother of the late Frank Dill, who was one of the successful contestants in the Halifax-Vancouver walking race which was held some years ago. Besides his wife and mother, Mrs. Walter Dill, of Halifax, he is survived by four children, Thelma, Helen, and Blake at home and Burchell, who is a student at McGill University.

There is a report that the D. A. R. management is about to discontinue the way freight between Windsor and Halifax. Well, as a matter of fact, there is not much freight offering, or receiving on that road between the points mentioned, that is between Windsor Junction and Windsor. What there is, it is said, could easily be handled by the fast freights. The heft of way freight east on that road is now between Kentville and Truro. The latter place is more and more becoming an important terminal, transfer terminal of that road.

- JUNE 1 1931

JUNE 2, 1931

## D.A.R. NOTES

**K**ENTVILLE, June 8--Bert Harvie, general foreman of the D.A.R. shops, has returned from his trip to the United States much improved in health, and has been able to resume his work.

Enos Bishop of the blacksmith shop is quite ill at his home in Kentville.

Geo. E. Graham, vice-president and general manager, has returned from Quebec, where he went to attend the reception in honor of the maiden trip of the new C.P.R. liner Empress of Britain.

Tenders were called last week for the removal of the old Cornwallis Inn building. This building, formerly the Aberdeen, has been known to the travelling public over a period covering practically half a century.

About the same time the official announcement was made of the opening of the new Lakeside Inn which is being constructed by the C.P.R. on the outskirts of Yarmouth town. A banquet given by the Yarmouth Board of Trade will mark the official opening on June 16th.

Miss Dorothy Redden, of the news stand at the Cornwallis Inn, is spending her holidays at Kingsport.

Reports from Frank Andrews, who is seriously ill at his home, are very encouraging. It is hoped that he will be able to be around the house soon again.

George Bishop, chief clerk in the general manager's office, is much improved in health and will soon be back to work again.

June 9 1931  
Seven cars, three baggage, three first class and one buffet parlor, arrived on Saturday via Truro for use on the extra summer services which commence with the New Yorker from Yarmouth on the 19th. The Bluenoses make their first runs on June 22nd.

Miss Belle Redden, of the accountant's office staff, has returned from a week's vacation spent with relatives in Boston and vicinity.

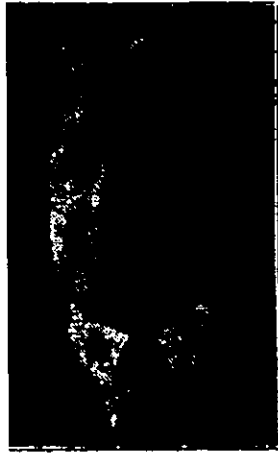
JUNE 9 1931

**T**HERE is a report that beginning with the time schedule which goes into effect on the C.N.R. the 28th, next Sunday, the Dominion Atlantic Railways trains will do a part of the suburban work between Halifax and Windsor Junction. It is said that the morning D.A.R. fast freight will carry local passengers between those points, and will again do so returning from the city in the afternoon. I am not prepared to say if the report is correct or not, but if it is it will mean cutting out a round trip of the C.N.R. suburban train between Halifax and Windsor Junction and send more men to the spare board, further divide the scant work that there is.

June 26 1931

# A. L. Davidson And Son Killed As Car Wrecked By Train

## Victim Of Level Crossing Crash



**A. L. DAVIDSON, K.C.N**  
**PROMINENT** Middleton bar-  
 rister, who was instantly  
 killed when a train struck  
 his automobile near Law-  
 rencetown yesterday.

## Valley Loses Leader — Mrs. Davidson Near Death in Hospital.

**LAWRENCETOWN, July 1—**  
 Hurling a score of feet from  
 their wrecked automobile by  
 the speeding Bluenose Express,  
 A. L. Davidson, K. C., former  
 member of Parliament and one  
 of the most prominent citizens  
 of the Annapolis Valley, and  
 his only son Herbert were in-  
 stantly killed at Stoddart's  
 Crossing near here at noon to-  
 day. Mrs. Davidson, senior,  
 the only other occupant of the  
 car, was badly injured, her  
 skull possibly fractured and  
 she lies in the Middleton Hos-  
 pital at the present time in a  
 critical condition.

### BURST INTO FLAMES

**T**HE closed machine in whrH  
 they were riding was com-  
 pletely wrecked and a moment  
 after the crash, which tossed the  
 three occupants clear of the  
 debris, it burst into flames, which  
 menaced Mrs. Davidson, as she  
 lay on the ground, the nearest  
 of the victims to it.

Sweeping in a broad "S" curve,  
 with a hill at either side of the  
 track, the road dips to the rails  
 and the banks of the road obscure  
 the right of way and prevent  
 drivers seeing any great distance.

### NOISE OF TRACTOR

**I**N this instance, it is claimed, a  
 tractor operated by the High-  
 ways Department, had just been  
 passed by the ill-fated car as it  
 approached the track. It is be-  
 lieved that the noise of the road  
 machine prevented Herbert David-  
 son, who was driving, hearing the  
 whistle or warning bells of the  
 train, until it was too late.

### TRIED TO JUMP

**A**CCORDING to those who were  
 on the scene a few minutes  
 after the crash, it is considered  
 possible that Mrs. Davidson heard  
 the sound of the express and that  
 she attempted to leave the car as  
 judging by the position in which  
 she was lying when found, she  
 had opened the rear door and  
 was about to jump. When it was  
 seen that she was still living she  
 was rushed to the Middleton  
 Hospital. There it was reported  
 tonight her injuries were con-  
 fined to her head.

Mr. and Mrs. Davidson, friends  
 of the family stated, had left their  
 home but a short time before, ac-  
 companying their son, who was  
 driving the car. They intended to  
 spend the day motoring through  
 the Valley and in the feared  
 wreckage of their automobile, in-

## WHERE TWO LOST LIVES



**A**BOVE is the scene near Lawrencetown after the Bluenose Express crashed with the car  
 driven by Herbert Davidson, and containing his father, A. L. Davidson, K.C., and mother,  
 all of Middleton. Father and son met instant death, while Mrs. Davidson is in a critical  
 condition in hospital at Middleton. Inserted picture is that of Herbert Davidson.



July 2 1931

# C. P. R. Resumes Service In Nova Scotia After Lapse Of 18 Years

Nov 30

1931



ABOVE is shown the first C. P. R.-equipped train to operate out of Halifax on regular schedule as it left Canada's Atlantic port on Saturday. In charge was a crew of C. N. R.'s Halifax Division men.

USHERING in a new era in the development of ocean commerce at the Port of Halifax, the red and white-checked house flag of the Canadian Pacific Steamships again floated in harbor breezes here Saturday in regular passenger service after a lapse of 18 years. All Halifax looked seaward to welcome the approach of the Canadian Pacific "Montclare" leading off a schedule of 48 arrivals and departures of the Canadian Pacific passenger liners as Canada's open gateway was definitely established in the front rank of ocean ports on the North American Continent. Nova Scotia had again joined the rest of Canada in sharing in the larger organization of the Canadian Pacific Railway.

--Please Turn to Page 4, Col. 5--

NOVEMBER 30, 1931

# Report Rail Traffic Is Slow In Picking Up

This column expresses the views of an old time railway man regarding Maritime railways. The Railway Herald is his side of the case in behalf of railway employees.

## By LINKS AND PINS

**T**HERE seems to be some disappointment among C.N.R. train and engine men respecting slowness in the picking up of import and export traffic this year. As far back as August, rumors came from Ottawa and Montreal that there would be an immediate pick up of traffic down this way chiefly because of the lowness of the water in the St. Lawrence. But this rumor did not materialize to any great extent.

It is understood marine insurance in the St. Lawrence river went off for the fall and winter months yesterday, but whether this is a fact or not I cannot say. Even if this is a fact it does not mean the ships immediately stop going up to Montreal and receive and land their cargoes at Maritime ports, Halifax and Saint John, because if the weather keeps fine and mild, ice not forming in the St. Lawrence, it is not unusual for the steamship people to take their own risks up the St. Lawrence until winter really sets in.

Regarding the coal traffic of eastern Nova Scotia, we have already discussed that and best information one can seem to get is there will have to be a more favorable rate per car tonnage from Sydney to the west before there can be very much movement of coal. It may be that something will be done about this rate matter in the very near future. Especially is one impressed with this idea from the fact that a lot of important railway officials are now in eastern Canada.

## ALONG THE RAILS

**W. E. ROBERTSON**, superintendent, Moncton Division, accompanied by Division Master Mechanic Page Carlyle, made an official inspection of the line between Moncton and Truro November 13. They returned to Moncton on the Maritime Express.

Roadmaster Lohnes, Halifax, was in Truro this week in connection with making road bed adjustments in the yards at that point.

It is understood the first banana train will operate out of Halifax Nov. 23 and the first C.P.R. boat train Nov. 29.

Conductors **Bill McLean**, **Jack Keith** and **Dave Reid** are now running out of Stellarton as extra crew conductors.

Assistant chief commissioner of the Board of Railway Commissioners will be in Truro on the 16th, leaving for north on the Maritime Express that date. He is in Halifax today.

**G. H. Batz** of the C.N.R. account-

ing office, Moncton, and Mr. Neville of the D.A.R., Kentville, were in Truro Thursday in connection with the switching arrangements in effect at that point.

Mr. Townshend, locomotive engineer of the Sydney and Louisburg Railway, was in Truro Thursday to accompany a D.A.R. engine that is going to be used on the Sydney and Louisburg.

**J. J. Lowey** of the comptroller's office, Moncton, was in Truro Thursday on official business connected with his department.

The Sperry rail service car that was operating on the New Glasgow Division, having finished inspection operations, moved west to Moncton yesterday.

## ELECT OFFICERS

**BLUE BELL** Lodge, ladies society of the Brotherhood of Locomotive Firemen and Enginemen, elected their officers as follows: President, Mrs. A. G. Phinney; vice-president, Mrs. M. Yuill; R.S., Mrs. M. MacLean; treasurer, Mrs. C. Millin; collector, Mrs. A. Long; Chaplain, Mrs. J. Townsend; warden, Mrs. L. McCallum; Conductor, Mrs. A. McLeod; I.G., Mrs. R. Dunham; O.G., Mrs. A. Crowell; musician, Mrs. J. Townsend; magazine correspondent, Mrs. A. Long; delegate, Mrs. A. Long; alternate, Mrs. J. Townsend; medical officers, Dr. Dunbar and Dr. Reid.

**J. A. Sproull**, veteran retired locomotive engineer, Pictou, was in Halifax Thursday.

**J. W. Crowe**, C.N.R. roundhouse staff, Truro, was a visitor Thursday in Halifax.

**Peter Johnson**, assistant general chairman of the Brotherhood of Maintenance of Waymen, was in Truro Thursday morning en route from his home in Sydney north on official business.

**Leonard Kennedy**, general boiler inspector, eastern section of the I. C. R., was in Truro this week on official business.

**Ronald J. McDonald**, spare telegraph operator, C.N.T., who has been relieving in Halifax, was indefinitely laid off Wednesday night and left Thursday for his home in Antigonish.

**Gerald**, 16-year-old son of Hugh Opray, of the C.N.R. yard office staff, Truro, has all the hallmarks of being a natural born sketch artist. I have in my possession a sketch of "Jiggs" drawn in colors that even McManus, the famous author of Maggie and Jiggs, would scarcely be willing to admit wasn't drawn by himself.

**Harry Cutten**, retired C.N.R. locomotive engineer and ex-mayor of Stellarton, was in Truro Thursday morning en route north.

Many friends of **Daniel Pearson**, well known C.N.R. trainman, Truro, deeply regret his health is unsatisfactory and he may have to go to the Victoria General hospital for treatment.

DAR 6109.  
O-6-0  
BH CPNS 9-1901  
sold Dominion  
Steel and Coal.  
Nov. 1934  
Lavallee

NOVEMBER 16, 1934

# Automobile, Train Crash At Pereau

**Canning Man, Hurl'd 30 Feet in Smalts Dies in Wolfville Hospital; Hold No Hope for Recovery of Two Others; One Miraculously Escapes Death**

**KENTVILLE, July 11**—The small locomotive of a ten-mile branch line brought death to one youth and probable fatal injuries to another boy and girl at Pereau, near here today, as it was in collision with the automobile in which four young people were driving.

Thrown more than 30 feet, Frank Spinney, 23, son of James Spinney of Canning, died at Eastern Kings Memorial hospital, Wolfville, an hour after the accident.

At the same hospital, and with doctors holding no hope for their recovery, are

**CLIFTON ROGERS, 22**, son of Mrs. Oscar Rogers, Canning, suffering from severe internal injuries;

**MISS EILEEN YOUNG, 16**, Kentville, with both arms and legs broken and internal injuries.

The fourth occupant, Margaret Spinney, sister of the dead youth, was hurled into the path of a nearby swamp and escaped with minor bruises and lacerations.

Pieces of the car were strewn along the railway track for 70 feet.

## Girl's Uncle Drives Train

**SHORTLY** after noon the four left Canning for Blomidon, where they were to pick up strawberries and transport them back.

At 1.15, as the automobile neared the Pereau crossing, the tiny locomotive of the Kentville to Kingsport railroad started its down grade run in the crossing with engineer William Young, an uncle of the dying girl, in charge.

The crossing is only very slightly obscured, residents said, a small tree and the small station at that point being the only obstructions.

## Four Hurl'd Into Air

**JAMES LIGHTFOOT**, employee of the British Canadian Fruit Association, was the only eye-witness of the crash.

"The engine struck the car almost directly," he told The Herald, "and the four passengers were hurled into the air as the car buckled and splintered under the force of the impact."

"It was terrifying to see the bodies shoot into the air and then crash against the ground," he shuddered.

—Please Turn to Page 4, Col. 1—

# Automobile, Train In Crash At Pereau

(Continued From Page One)

The train crew, Engineer Young and Conductor M. Woodman, rushed back along the track after the engine had been brought to a stop some 70 feet from the crossing and began first aid on the injured people, assisted by James Lightfoot and Bert Connor, manager of the fruit company's warehouse, as Doctors F. F. Chute and E. K. Woodruffe of Canning were called to the scene.

## Body Badly Broken

**ALL** four occupants were conscious. Dr. Woodruffe told The Herald later. Frank Spinney was in great pain and semi-conscious.

Both thighs were broken—compound fractures—and both bones of the forearms.

He had numerous lacerations about the face and head. The driver, Clifton Rogers, although badly injured, inquired anxiously about the others, Dr. Woodruffe said.

"He said he hadn't seen the train coming," Dr. Woodruffe declared. Both doctors at once saw Frank Spinney's condition was hopeless, the doctor said, but in spite of intense suffering he maintained a state of semi-consciousness until a few minutes before he died, an hour later.

All four were carried to the train and rushed through to the Wolfville hospital, every assistance being given them on the way.

At an early hour this morning medical officials held no hope for the recovery of either Eileen Young or of Clifton Rogers. Both are internally injured and in great pain.

## REMOVED HOME

**MARGARET SPINNEY**, the accident. Only moderate traffic is carried on the highway and all four, it was believed, were acquainted with the road and the fact the train was due at that time.

A coroner's jury last night empanelled by Dr. M. R. Elliott, Wolfville, adjourned until Friday without making a decision.

The jury: Clifford Meek, W. H. Rooney, George Acker, J. D. Bennett, T. F. Best, J. E. Kennedy, John Robert, A. E. Brewster, J. E. Bigelow, Scott Eaton, William Lugren, Don MacKeen, S. Kain.

Miss Young is a daughter of Fred Young, foreman of the mechanical department of the Dominion Atlantic Railway, Kentville. Until this spring she attended high school at that town.

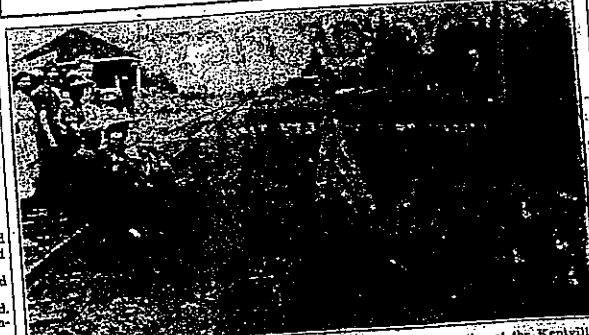
Clifton Rogers, whose father died some years ago, is the proprietor of a blacksmith shop at Canning and is the only support of his aged mother.

The driver of the locomotive is a veteran in the D. A. R. service and in his many years of railroading had never before been in an accident.

## JURY SUMMONED

**RESIDENTS** of the district were at a loss to explain

# Thrown Thirty Feet From Crossing



ABOVE is shown the crossing at Pereau, King's county, where a locomotive of the Kentville-Kingsport railway and an automobile in which four persons, two boys and two girls, were riding crashed. In the foreground is the wreckage of the car, thrown more than 30 feet from the crossing, and reduced to a shapeless mass of steel and rubber.

July 12 1935

# The Railway Herald

By LINKS AND PINS

This column expresses the views of an old time railway man regarding Maritime railways. The Railway Herald is his side of the case in behalf of railway employees.

I WAS duly shocked and grieved when I learned of the death of my long time friend, James Sutton, at the home of his daughter, Mrs. MacKinnon, Glace Bay, Friday. I first met him in 1881 or 1882, shortly after he arrived from England, where he was born. We then worked together for the Londonderry Iron and Steel Company. He left there and joined the Cumberland Coal and Railway Company and went from there to the I. C. R. as trainman, running out of Truro. He was the son of a soldier. His father being a non-commissioned officer in one of the British regiments stationed in England. His parents died when he was very young and he was then cared for and educated by that magnificent humane organization of the British government that looks after the orphans of soldiers and sailors. If anything he was above the average intelligence and being a great reader he could discuss any of the public questions of the day in a very interesting and instructive way. He also was of gentlemanly deportment and was able to approach dignitaries who patronized the I. C. R. especially during the very many years he was trainmaster at North street, or the south terminal, Halifax. It is told of him that when the Duke of Devonshire was Governor-General of Canada and was visiting Halifax he arose very early one morning, left his private car and presently was met by Mr. Sutton, who easily engaged him in conversation, and showed him over the railway premises. His Excellency finding him very well informed on the important questions of the day, he was a born musician and a splendid vocalist and was leader of church choirs in Halifax and at one time a valued member of a choir of St. John's Anglican church, Truro. Though highly intelligent and very well educated, he never attempted to be anything else but a gentlemanly and companionable man with all whom he came in contact. I join in extending deep sympathy to members of the bereaved family.

## AT TRURO

WILLIAM Yould, retired mechanical superintendent of the D. A. R. and ex-mayor of Kentville, along with Mrs. Yould, was in Truro Saturday between trains, guests at the home of his brother, David Yould, retired C. N. R. locomotive engineer. Though eighty-nine years of age, and Mrs. Yould is about eighty, they are as bright and active as many people twenty years younger. Some few years ago he suddenly received his second sight and is now able to read the finest print without the aid of glasses. He is one of the oldest railway men in Eastern Canada. Born in the Old Country, he came first with his parents to New Brunswick and then to Nova Scotia, his father, the late William Yould, being superintendent of plate laying on both the European and North American railways of New Brunswick, and the Nova Scotia Railway. When that road was finished he became a track master on the Windsor branch and later acted in the same capacity on the I. C. R., residing at Truro. He learned his trade as machinist in

the shops of the Nova Scotia Railway at Halifax. When the Windsor-Annapolis railway was completed between those points the railway company asked the government railway to loan them a first class machinist and Mr. Yould was the man selected. He remained with that road though the government never officially transferred him. Therefore virtually he was always an employee of the government railway and in my opinion is entitled to the government long service medal, or, barring that, a pass over the government system, but I understand he has never been able to obtain either. During the short time they were in Truro Saturday they were met by many old friends who were delighted to renew acquaintances.

## TRAIN SERVICE

Links and Pins, Truro.

SIR—I would beg to call your attention to what you may call discrimination against Cape Breton Island in regards to cheap fares on the C. N. R. You may notice that in all the cheap fare posters—tickets are not issued until 2 p.m. of the holiday or event happening that day. These should be issued for distant places the previous day. Our train will be at Antigonish at that time, and no other train leaves these parts after the morning train 7 to 10 a.m. If an event takes place at Truro, we are left in the cold. A number from the county of Inverness, intended attending the horse races at Truro, recently, but no cheap fares and no encouragement—only normal fares and facilities.

The only train leaves Inverness around 7 a.m. and at 12 o'clock joins the Sydney train. Sydney train arrives in Truro around 5 p.m. and Halifax at 6 p.m. If anyone wishing to attend anything in these towns on holidays or special events, I would like to ask the head of the transportation department of the C. N. R. how it is to be done.

## A CAPE BRETONER.

Port Hawkesbury.

## ALONG THE RAILS

GEORGE Shea, Truro, made his first trip as conductor on a C. N. R. work train outside of Truro Saturday. Mr. Shea passed his examinations as freight conductor some time ago and will complete passenger train examinations in the near future.

Miss Gladys Bilby, daughter of J. G. Bilby, C. N. R. yard master, Truro, and Mrs. Bilby, left for Toronto Saturday morning. L. H. Robertson, division engineer, C. N. R., was in Truro Friday on official business.

## D. A. R. NOTES

KENTVILLE, July 14.—I wish to extend through these columns congratulations to my dear friend, William Yould, of Kentville, upon having reached another birthday on July 11. It will be recalled Mr. Yould served in the dual capacity of engineer and mechanical superintendent in the old days. He retired from railway service back in 1912, when the late Mr. Giffins was directing operations. He is still very active and may be seen daily about his gardens in which he takes much pride.

George E. Graham, vice-president and general manager, was present at the inspection of the

new plant of the Best Yeast Company at Brooklyn.

The movement of the A. L. G. Barnes circus over the D. A. R. has been changed. The 30-car show will play Windsor on July 24, Annapolis Royal the 25th and Yarmouth the 26th, moving in two sections.

The D. A. R. will operate another of their popular coach excursions from Yarmouth and intermediate stations to Halifax on July 19.

The Steamer Acadia with 275 passengers from New York was delayed by heavy fog off Yarmouth July 9.

I am glad to see Fred VanBlarcom, formerly locomotive foreman at Kentville, and now retired, looking so hale and hearty these days.

A. T. Smith, general freight and passenger agent, Halifax, made a business trip through the Valley Thursday.

## ARE POPULAR

THAT the excursion sailings of the Motor vessel Kipawo from Parrsboro are becoming increasingly popular is evidenced by the large number taking advantage of the delightful two-hour sail.

Bernard Cross is serving as guide at the Grand Pre Memorial Park again this year.

Mrs. W. B. Sherrard, wife of machinist W. B. Sherrard, and daughter, Gwen, left on a trip to Sydney this week.

Reg. Redden, sr., who has been seriously ill since last fall, is making a slow but steady recovery following his recent operation. He is now able to be out and enjoy the sunshine.

K. G. Mahaney, Windsor, formerly of the local freight staff, who has been on extended sick leave, was a recent visitor to Kentville.

Repair work to the span of the Bear River draw bridge, damaged by a Norwegian steamer recently passing through the draw, commenced on July 10 by the Dominion Bridge Company of Montreal. The damage was extensive and will require upwards of three weeks to complete.

## 2300 REGISTER

TWENTY-THREE hundred people registered at Grand Pre Memorial park during June this year. This represents a favorable increase over the corresponding month of 1934.

JULY 15  
1935



## Lossing Claims Victim



Digby county, lost out in driving a truck over Warne's crossing. A Halifax-bound express train struck the rear of the truck in which Ezra B. Barr, the driver, perished.

# Digby County Truck Driver Meets Death

## Fails to Heed Advice of Witnesses, H. E. Barr Rides to Death on Digby County Level Crossing; D. A. R. Express Coach Is Damaged in Impact With Truck

DIGBY, July 18.—The life of Harold Ezra Barr, 37, of Southville, Digby county, was crushed out in a level crossing accident at the so called "Warne's crossing" in the south end of the town near H. I. Warne's mill this morning.

Mr. Barr, who was in the employ of H. T. Warne Ltd., was crossing the track at a slow rate of speed when his truck was struck by the Halifax-bound D. A. R. express, which had left the station, less than a mile away, a few minutes previously.

From the accounts of witnesses, Mr. Barr had just started from the mill yard, a few hundred yards away, and was proceeding south along Queen street. As he approached the crossing he was warned to stop by Benjamin Thibodeau, an employee at the mill, and by Edward Hanson, cook at the Warne cook house. On seeing Mr. Barr did not intend to stop, the men shouted for him to "step on it".

### CROSSES RAILS

THE cab had crossed the rails before the locomotive of the express struck the rear end of the truck, swung it against a telephone pole, breaking it off at the butt, and turned the truck around so that it faced the train.

### COACH DAMAGED

THE truck was also thrown against one of the passenger coaches, causing some damage to the coach.

Mr. Barr was picked up unconscious from under the bumper of the truck by Mr. Hanson and others.

—Please Turn to Page 7, Col. 3—

More About

## Digby County Man Is Killed

(Continued From Page One)

Witnesses state that the train in charge of Conductor Dan McIver, with Hugh Copeland as engineer and Arthur Melanson firing, blew for the crossing. The train was later backed to the Digby station and held for an hour before proceeding to Halifax.

Dr. W. R. Dickie rushed to the scene of the accident and took Mr. Barr, who was still living, to the Digby General hospital where he died on the operating table 10 minutes after the crash. The injury that caused his death was a compound fracture of the skull in all probability his head was struck by the platform of one or more of the passenger coaches.

He was married and leaves a wife and one child, although he has been living with his mother, Mrs. Ethel Menzies, of Southville. He also leaves one sister, Mrs. James Ormet, of Ellsworth, Ohio. Coroner Guy D. Dunn this afternoon decided an inquest unnecessary.

July 19 1935

D. A. R. NOTES

KENTVILLE, Aug. 13 — William J. Gasper, genial agent for the Canadian Pacific Express Company, has entered upon his new duties as secretary of the Kentville Rotary Club.

8/14/1935  
Fred Kuhn, freight shed foreman, at Windsor, accompanied by his wife made a trip to Halifax last week and while there visited his son, Gordon, of hockey fame.

Relief Agent W. B. Ward is substituting for Agent Jacques at Middleton for August.

Pensioner George Feener, formerly boilermaker at Kentville, and now living in Halifax, was a visitor to headquarters recently.

G. T. Pettigrew, assistant general freight traffic manager, C. N. R., Montreal, accompanied by Mrs. Pettigrew, passed through Kentville on Aug. 7, en route from Yarmouth to Halifax. They were travelling in C. N. Business Car No. 80.

Fireman Ernie Logan made a trip to Saint John last week in charge of C. P. Locomotive No. 532, being returned home to Montreal, following lengthy service on the Dominion Atlantic. Fireman A. Harvie later followed with engines 37 and 520, also en route to Montreal.

W. C. Moir, Canadian National

CPR engines

532, 37, 520  
returned to Montreal

Halifax Herald

August 14, 1935.

gardening operations, including Grand Pre Memorial Park is president of the Kentville Horticultural Society.

Canadian Pacific engines 534 and 540, of the D-6-b and D-8d type power, arrived in Kentville on Aug. 17th from Montreal, for use on the Dominion Atlantic.

Mrs. A. E. Tupper, efficient agent at Brazil Lake, will not resume agency duties on her recovery from injuries received in an accident when she was thrown from a bicycle last April. Entering railway service at Brazil Lake in February, 1901, she has been in charge of the same section for the past 34 years. She is well known by every officer and employee of the road as she was always on the alert with a wave of the hand when track motors, official and other trains passed her station. With her name now transferred to the retired list, she joins the ranks of the veterans. It is the sincere wish of her co-workers that she may long be spared to enjoy the vacation which she so justly deserves.

#### TENDERED DINNER

APPROXIMATELY 100 railwaymen representing the B. of L. F. and E. Dominion Atlantic officers, pensioners and others together with

immediate friends, tendered a complimentary dinner to Arthur A. Palmeter at the Cornwallis Inn., on August 17. Mr. Palmeter retired from railway service in July. Engineer Hugh Copeland was chairman of the program which included among the speakers Vice-President and General Manager George F. Graham, Mayor G. W. Lyons and H. H. Lynch, Canadian vice-president of the B. of L. F. and E. During the evening vocal selections were rendered by A. H. Morash, car accountant.

Roadmaster W. O. Kelly left Thursday on a 1300-mile motor trip to his home in Sault Ste Marie, Ont. His family accompanied him.

A patron of the Boston and Maine railroad in a letter to the editor of the B. & M. employees magazine, writes: "The choo-choo is the only way to travel. You are safe and not all tired out after your journey. This is indeed true of rail travel today and many people stand ready to confirm the statement. In the same letter the writer says: 'Name your engines and people will ride more in your trains.' Perhaps the writer is the proud possessor of a copy of the booklet entitled 'Highlights of Nova Scotia History' issued by the Dominion Atlantic."

CPR 534 and 540 arrived  
August 17th (1935)

HALIFAX HERALD

AUGUST 22 1935

# Train Hits Milk Truck

— 1935

**K**ENTVILLE, Oct. 8—Around 100 quarts of Kings county milk and cream spattered over the railway crossing at Port Williams yesterday morning when the Kentville-Halifax express and the milk truck of Owen Smith, Kentville, slightly collided. The truck was just about over but not quite, the engine just nicking the rear right wheel, ripped off the wheel and the truck toppled over. The driver, however, escaped without injury.

October 8 - 1935

D. A. R. NOTES

KENTVILLE, Nov. 4 — W. J. Gasper, agent for the C. P. Express Company here, has been awarded a Carnegie hero medal for his action in saving a 17-year-old Kentville boy from drowning in the Canning river on August 2, 1933. Congratulations, William.

A. E. Mimms, assistant engineer for the C. P. R. at Montreal, arrived here last week on business connected with his department. Mr. Mimms last visited the D. A. R. in July when he conducted a series of tonnage tests with the dynamometer car.

E. R. (Reg) Piggott, that well known and very capable hotel man who greets you when you enter the Cornwallis Inn, is on a vacation trip to Montreal.

A carload of charcoal heaters arrived here last week from Montreal for use in connection with the shipment of apples and other perishable traffic.

Travelling Traffic Solicitor E. Wood, accompanied by Freight Agent W. C. Snair, made a trip over the North Mountain branch last week, calling on the shippers in that section. This branch serves the heart of the Valley's apple producing centre and many thousands of barrels of apples originate from the warehouses along that section of the line annually.

It is understood Remembrance Day, November 11, will not be a holiday for rail workers but that the two minutes of silence will be observed by employees at 11 a.m. Employees who served overseas will however, be granted leave for the day, to permit them to take part in any celebrations, if they so desire.

WILL RETIRE

SLEEPING car conductor Austin Price, having reached the age limit, will retire from railway service on completion of his run on Nov. 15. He entered the service of the D. A. R. in 1919.

W. C. Moir, travelling passenger agent for the C. N. R., accompanied by his wife and two daughters spent the Thanksgiving holiday with Mrs. Moir's parents, Mr. and Mrs. F. W. Foster, Kingston.

George E. Graham, vice president and general manager has been delegated to represent the Kentville Board of Trade at the Canadian Chamber of Commerce annual convention to be held in Toronto, Feb. 4, 5 and 6 next. This session was to have been held in September last, but was postponed due to the Dominion election. Mr. Graham represented Kentville and several other Nova Scotia Boards at last year's convention.

C. N. R. Superintendent W. R. Fitzmaurice, at Halifax, while on vacation made a trip to Boston, returning on last Tuesday's steamer via Yarmouth.

Mrs. Vaughn Young, wife of conductor Young, spent a few days

with her mother at South Ohio last week.

TO PROVIDENCE

GORDON (DOGGIE) KUHN, well known hockey star, son of Freight Shed Foreman Fred Kuhn of Windsor, has been home visiting his parents. Doggie, who is playing hockey this winter with the Rhode Island Reds of Providence, has now left to join his team.

Chief Despatcher F. L. Corey and 1st Trick Despatcher R. B. Brown visited Kingston last week attending convocation of Markland Lodge A. F. and A. M.

Locomotive 545 leaves here today, being returned home to the C. P. R. at Angus Shops, Montreal.

First Aid teams of the C. P. R. won all of the Saint John Ambulance Association competitions in which they were eligible, this year. The Chapeau, Ontario, team captured the much coveted Montizambert trophy, representing the open Championship of the Dominion, while the Toronto freight shed aggregation won the Wallace Nesbitt trophy. The Angus police team No. 1, was awarded the Sherwood police shield for the highest honors in police competition open to all uniformed forces in Canada. The Toronto team also holds the grand challenge cup representing the championship of the entire Canadian Pacific system.

Engine  
545  
leaves

Halifax Herald

NOVEMBER 5 1935