

DOMINION  
ATLANTIC  
RAILWAY  
DIARY

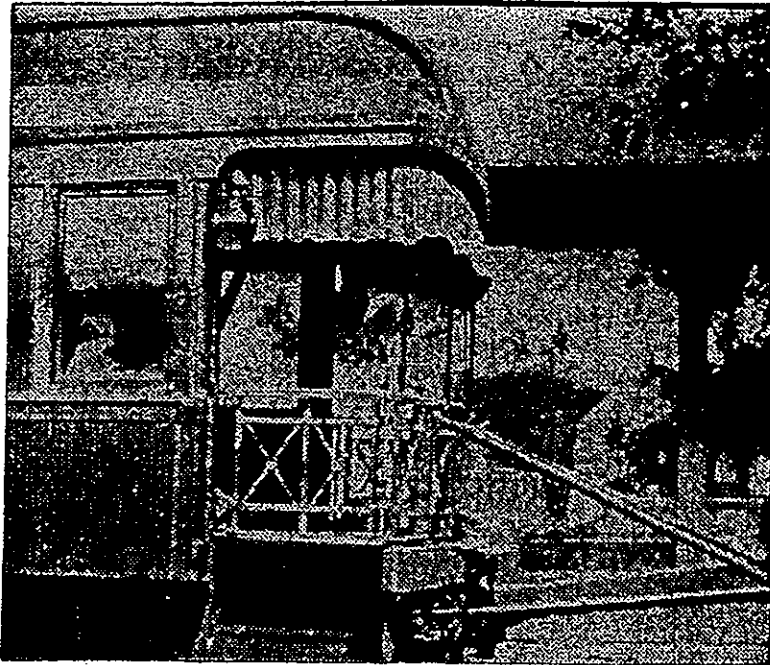
VII

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 Maritimes. The views are Railwaymen's views. THE RAILWAY HERALD is the Railwaymen's side of the case.)

## NOTES AND COMMENT

**REGARDING** Premier King declaring that he would not give a "kick" 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 men 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 in 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 paid

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 mile 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 lakes along the C. N. R. between Truro and Halifax.

**THE** C. P. R. evidently has reached Halifax. I saw C. P. R. locomotive No. 544 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, headman 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 rumored 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 night, and that this service, and the local morning service north of the above named place, is to be performed by the restoration of the night 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 transfer employee at Truro station, has been promoted to a position

CPR 544

in the post office of that place, and succeeded by Ronnie 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 Mac.

**MRS.** AUDAS, wife of Isaac Audas, 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 Woolley, son of Robert Woolley, of the railway station staff Truro, and Mrs. Woolley, from pneumonia, and sincerely hope for a speedy recovery.

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

Halifax

April 9 1930

## AN ACCOMMODATING RAIL- WAY

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 unloaded, 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

ACADIA, 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 Moncton 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 16, 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 has 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 to the time of the change of gauge on the I. C. R., June 1873, 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 hear 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 railway man 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

MONDAY, APRIL 20, 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 Acadia 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 Acadia 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 function 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 28, 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.

BEFORE 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 cheek bunch, who seem to follow the wild geese south in winter and north in summer.

### D.A.R. SUMMER TRAINS

THE 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

MISS 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 of 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 week end at his home in South Maitland.

April 20, 1931

# With The Railway Men

By Elsie and Peter

There is a common cry of "the railway men" who are causing death and other mis-  
ery 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 pul-  
pit and moral reform press so silent in respect to one, and so pro-  
nounced in caustic criticism of the other. We have government control of the motor traffic. Is there  
adequate government control of auto traffic?

## WHAT ABOUT IT?

MUCH is printed, and spoken, re-  
specting death and other mis-  
ery caused by intoxicating liquor, and quite properly, too, but never  
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pit and moral reform press so silent in respect to one, and so pro-  
nounced in caustic criticism of the other. We have government control of the motor traffic. Is there  
adequate government control of auto traffic?

## INCONSISTENCY OF IT.

A GOOD many people are com-  
plaining these days about the  
cutting out of train services, de-  
clining government, and rail  
managements in that connection,  
and yet those same people journey  
throughout the country in automo-  
biles the very reason that train ser-  
vices are being cut out. Railway  
managements be run as ornaments.  
They should at least receive suf-  
ficient patronage to pay running  
expenses. If they do not then in  
respect to the government railways  
the taxpayers must pay for run-  
ning 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 consis-  
ent as it would be for Satan to re-  
buke 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 suffi-  
cient to criticize any thing intelli-  
gently they must know that every  
pound of power produced by water  
displaces that much power pro-  
duced 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 provin-  
cial 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 min-  
ing business by utilizing water  
power done 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, Bel-  
larton, was a visitor in Truro Mon-  
day morning.

E. E. Stevens, Moncton Assis-  
tant claims agent, Atlantic Key on,  
and H. S. Manthorn, 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 Mon-  
cton firm, which was inspected last  
week by railway officials has not  
yet been taken off the contrac-  
tor's hands.

They say that after the boat  
upset on the lake at Sheet Harbor  
last week "Ducky" made a discov-  
ery—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. or R. E., Truro, leave for  
Moncton today to visit the lodge  
in that city: Mrs. George Laithers,  
Mrs. Jessie Lane, Mrs. C. Beak-  
ney, Mrs. Dearmond, and Mrs.  
Boomer.

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

May Mosher Lodge, Ladies Aux-  
iliary, C. B. or R. E., will put on

a card party in the Elks-Hall  
this evening, Truro, Thursday n

Mrs. Lamborn, wife of Geo  
Lamborn, retired civil form  
Truro, and her daughter-in-  
Mrs. Russell Lamborn, were  
in Halifax, Saturday.

Albert Tobin, veteran C. N.  
pipe-fitter, Halifax, and Mrs.  
bisa, named through Truro, a  
day morning en route to Mon-  
cton where Mr. Tobin will undergo a  
local examination by the C. N.  
chief medical examiner, Dr. J  
guison. Mr. Tobin's health, in  
to the regret of his many friends  
has been quite unsatisfactory  
some time.

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

## D. A. R. NOTES.

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

Miss Helen Eaton, of the A  
counting Department, has return-  
ed from a holiday spent in Boston  
and vicinity.

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

Roy Farnsworth, assistant s/o  
keeper, Kentville, and three  
built of the Halifax freight office  
braved the Arctic weather of la-  
st week at Stillwater Lake. They  
have some nice fish to show for it  
however.

Among those who have had  
some successful catches at Ba-  
house 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, our accountant, whose  
tenor voice has often been heard  
over the radio, as well as in num-  
erous local concerts. His daugh-  
ter Phyllis is taking the commer-  
cial course there this year.

The first of the extra passen-  
ger equipment for the summer  
services arrived on the 12th 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 purpose of the fishermen. The railwaymen's views on the fishermen's side of the issue.

## ABUSING GENEROSITY

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

The writer referred to, sneeringly remarks that the Liberals are 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.

Then the Chronicle will Tory heartiness, are ad nauseam, the fact that to blame, to the contrary, withstanding. To save their distasteful Liberals holding on under Tory governments did well pray to be saved from machinations of The Chronicle, the other hand if the Tories are the spunk of a chicken they accept The Chronicle's veiled allude to them to dismiss Liberals from office and replace them Tories. I am not asking that a be done, but merely referring what The Chronicle writer is alluding 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 willful 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 overproduction 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 Bella 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. electrical controller's, spent Monday at their home at River Phillip.

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

**L. C. LYND**, C. N. R. city ticket agent, St. John, and Mrs. Lynda, were in Halifax and Truro this week, called there by the serious illness of Mrs. Lynda'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 guest Monday in Moncton.

**D. A. E. SMITH**, KENTVILLE, Nov. 26 — H. B. Fraser, Digby, has again taken over the ticket office at Parrsboro for the summer months. His place in the freight office at Digby has been taken by Rene Batio.

**J. W. JACOBS** of the C. P. R., Sudbury, who has been located in Kentville inspecting timber and the croesetting 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

KENTVILLE, 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 1913) 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 1913 /

**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

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

LAWRENCETOWN, July 1—  
Hurled 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 instantly killed at Stoddart's Crossing near here at noon today. Mrs. Davidson, senior, the only other occupant of the car, was badly injured, her skull possibly fractured and she lies in the Middleton Hospital at the present time in a critical condition.

### BURST INTO FLAMES

THE closed machine in which they were riding was completely 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

IN this instance, it is claimed, a tractor operated by the Highways Department, had just been passed by the ill-fated car as it approached the track. It is believed that the noise of the road machine prevented Herbert Davidson, who was driving, hearing the whistle or warning bells of the train, until it was too late.

### TRIED TO JUMP

ACCORDING 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 confined to her head.

Mr. and Mrs. Davidson, friends of the family stated, had left their home but a short time before, accompanying 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



ABOVE 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.

### A. L. DAVIDSON, K.C.

PROMINENT Middleton barrister, who was instantly killed when a train struck his automobile near Lawrencetown yesterday.

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.

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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 Smalls  
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, 15, Kentville, with both arms and legs broken and internal injuries.

The fourth occupant, Margaret Spinney, sister of the dead youth, was hurled into the soft earth in 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 Connors, 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 was later removed to her home where she was resting after a miraculous escape, still unaware death had overtaken one of her companions and was threatening the other two.

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 terminals, 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 is it 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. won. 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 McIvor, 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 Marzetta, of Southville. He also leaves one sister, Mrs. James Ormest, 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-6d type power, arrived in Kentville on Aug. 17th from Montreal, for use on the Dominion Atlantic.

Mrs. A. B. 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. Palmer at the Cornwallis Inn., on August 17. Mr. Palmer 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 Chisleau, 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

# IES' LI

## Rumor D. A. R. Move

George E. Graham  
to Retire, Is Report,  
May Move Offices  
From Kentville

By H. W. PORTER

KENTVILLE, Jan. 3.—Along the main line of the Dominion Atlantic Railways, Halifax to Yarmouth, and the branch lines, Windsor to Truro; Kentville to Kingsport and Kentville to Weston, the major topic discussed by railway men particularly and other citizens generally is in regard to persistent rumors that drastic changes will soon be effected in the administration of this railway which is a subsidiary of the Canadian Pacific Railway.

The rumors, which at least to date lack any official confirmation, are as follows:

- 1—That the position of general manager is to be abolished and that the D.A.R. will be made a district division with superintendent in charge.
- 2—That George E. Graham, vice-president and general manager for the last 20 years, will be retired on superannuation.
- 3—That the accounting department of the headquarters offices in Kentville will be transferred to the head offices of the Canadian Pacific in Montreal.
- 4—That H. J. Pickersgill, general accountant, Kentville, will be retired on superannuation.
- 5—That the D. A. R. will be discarded and that this Nova Scotia-owned line will in future be known as a part of the eastern division, Canadian Pacific, thus bringing the line from Halifax to Vancouver under the one name.

—Please Turn to Page 7, Col. 6—

To Retire



GEORGE E. GRAHAM, VICE-PRESIDENT and general manager of the D.A.R. will retire, it is reported. A number of changes are rumored to be made in the administration of the line.

## Rumor D. A. R. Changes Coming

(Continued From Page One)

### ALWAYS IN KENTVILLE

SINCE 1869—when headquarters of the Windsor and Annapolis Railway, the first section of the present D.A.R., and since 1894, when the line from Halifax to Yarmouth became known as the Dominion Atlantic—headquarters with a general manager in charge have been in Kentville.

When the D.A.R. was purchased from its English owners some 25 years ago there were rumors of changes in the administration of the line but these proved unfounded.

From time to time, particularly during the last decade, there have been other rumors but outside of the general freight and passenger department being shifted to Halifax there has been no important change.

The present rumors, starting over a year ago, have, however, now been partly substantiated, for though there has been no official announcement it is well known that seven members of the accounting staff are being transferred to Montreal.

That strenuous efforts are being made by business men's organizations in the Annapolis Valley to have the present system continue is quite apparent. Thus it would seem to be indicated there is at least some foundation for a portion of the rumors.

### HEAVY LOSS

THE retirement of Mr. Graham will distinctly be a heavy loss to not only the Valley and other sections through which the D.A.R. operates but to Nova Scotia in general.

That no man has ever done more for western Nova Scotia than has Mr. Graham is conceded on all sides. Grand Pre memorial park, the Cornwallis Inn, Kentville, the new Pines hotel, Digby, the Lakeside Inn, Yarmouth, and the new steamship Princess Helene operating between Digby and Saint John can in a considerable measure be credited to Mr. Graham.

H. J. Pickersgill, who succeeded A. E. H. Chesley in 1929 as general accountant on the latter's appointment as assistant treasurer, C.P.R., was formerly with the western division, coming to Kentville from Winnipeg. It is stated he will retire on superannuation next July. Like Mr. Graham, he has taken an active interest in all community affairs and is one of the most popular men on the D.A.R. system.

When questioned concerning the rumors, Mr. Graham stated he had no comment to make. This is the same reply the vice-president and general manager has always given when similar rumors were being circulated. While every one is hoping that, as on the previous occasions, the rumors will prove to be unfounded, there seems to be a very great fear that this time there is really "something in the air."

HALIFAX

JANUARY 4, 1936

# 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.

**K**ENTVILLE, Jan. 16.—Conductor Raymond Crosby, former Mayor of Kentville, was the winner of a prize offered by the Kentville Horticultural Society in the 1935 home beautification contest.

Despatcher William B. Ward, left recently for New York. He was accompanied by his sister Ellen, who is an R. N. of that city.

Congratulations to D. S. Yould on his re-election to the Presidency of the Emmerson Retired Railwaymen's Club, at Truro.

**T**HE D. A. R. is accepting applications from young men desirous of entering Railway Service as crew callers according to an ad which appeared in the local papers here this week. That the applicants must have some education is borne out by the fact that only those holding Grade X certificates will be considered.

L. E. Peever, of the C. P. R. Tie and Timber Department, Montreal, arrived here last week, to spend some time in this territory.

The steamer "Princess Helene" was over an hour late reaching Digby on Saturday last, awaiting connection with C. P. Train No. 46 at St. John. With 37 passengers for D. A. R. points and 42 bags of mail for steamer connection at Halifax, train No. 98 was held at Digby to connect.

J. C. Hutton, service engineer for the Bird Archer Company Ltd., Montreal, and well known by all enginemen, arrived here last Friday on his regular periodical visit to this line.

**T**HAT busy railway executives find time for other business activities and interests is evidenced by the fact that Sir Edward Beatty, G.B.E., etc., Chairman and President of the C. P. R. has been re-elected a Director also a member of the Executive Committee, on the Bank of Montreal Board. Other C. P. R. Directors elected include W. A. Black, Col. Hon. H. Cockshutt, Sir Chas. Gordon, R. H. McMaster and W. N. Tilley, K. C.

Gross revenues of the Canadian National Railways for the week ended January 7th, were \$2,584,318—an increase of \$147,731 over the corresponding period of 1935.

Crew Caller Harry Lynch is showing up prominently in the so-called "kid line" of the Wildcats hockey team this season. Harry entered senior hockey last year and gave a good account of himself, but he is making rapid strides this winter and is credited with several goals and assists in every game.

**A**T a gathering of the local bridge club held at the home of Miss Lightle of the General Office Staff, on December 10th, the party took the form of a "Farewell" with presentations being made to Isabel Matheson and Clara Meek, two members of the Accounting Department, to be transferred to Montreal shortly.

Trainman and Mrs. Walter Taylor are receiving congratulations on the arrival of a daughter.

J. B. Horner, Traffic Solicitor, working out of Halifax was in Truro, today, on his usual periodic visit to that town.

A. H. Morash, car accounting clerk, has resumed the position of organist and choirmaster at St. James church here, after having been out for the past year.

**A**CCORDING to a circular distributed to employees here this

week, since the establishment of the C. P. R. Suggestion Bureau, at Montreal, in May 1934, a total of 2,299 suggestions have been submitted by employees. Of the total submitted, 311 or 15 per cent were adopted in whole or in part, with 93 still under consideration by the Company. Attractive cash prizes are offered annually by the Management for the three best and most practical received, such suggestions to offer improved methods of operation, eliminate injuries, save time and effort or material, expedite repair work or eliminate its necessity or otherwise advance the mutual interests of the Company. During the year just ended shopmen were awarded two of the prizes and one to a member of a station staff.

**A** SPECIAL car was attached to train No. 93 leaving Halifax today for the accommodation of a party of curlers, who will play in Wolfville, Kentville, Berwick and Middleton, while in the Valley. Three rinks of Kentville curlers left will go to Yarmouth this week, to match their skill with the followers of the game in the Western end of the Province.

A tour of the car and machine shops here last week presented one of the busiest scenes witnessed for some time—a veritable beehive of industry. Every unit of machinery was in operation from the wheel press down to the electric welder. The Kentville shops employ 100 men and work on a most exacting schedule. Practically every employee is skilled in his particular line of endeavour, over whom very competent Foreman exercise the required supervision. The quality of the work turned out indicates clearly the type of men that are accepted in the various departments. A visitor would be amazed if he knew the quantities of repair parts and other materials manufactured in small railway shops, also the extensive nature of repair work which they are equipped to handle. For instance, engine No. 544, for which a boiler recently arrived here, has been practically rebuilt in the local shop, and will shortly be back on the road good for years of further service. Each man has his particular job to handle so that practically every employee from the Foreman down to the Inspector clearly fits into the picture. Therefore, the responsibility for the safety of Enginemen and the thousands of passengers handled by trains rests largely with these men back in the shops, who maintain the power units in the standard of condition for road service. Leaving the shops we retire to the office of the key man—the Superintendent. This official directs all shop, train service and other operations, and in addition to supervising activities at headquarter terminals, he must know every foot of the line at outside points, just as a side line to keep him occupied.

No. 544

JANUARY 18, 1936

# The Railway Herald

THIS department is conducted in the interests of the railwaymen of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

THE Canadian National Railways is operating a coach excursion from Boston to the Maritimes on February 21.

H. J. Hiltz, Truro, has been appointed to the position as day car checker, at Truro, and now applications are being requested for the position as checker from 12 m.m. to 8 a.m. It is understood Lawrence McCabe will be given this position.

L. BOOMER, Truro, is relieving Burton Bass as fuel foreman, at the Truro C. N. R. roundhouse for several days.

THE Sydney train due to leave Truro at 10.25 a.m. was held over for half an hour Thursday morning to enable several passengers from Moncton which arrived here on freight number 466 to make connections.

GROSS revenues of the Canadian National Railways for the week ending February seventh 1936, were \$3,005,083 compared with \$3,000,290, for the corresponding period of 1935, an increase of \$4,793.

THE annual conference of express division of the C. N. R. eastern section was concluded at Halifax Wednesday evening, with the formation of a program of plans for the improvement of the express service. Delegates to this conference passed through Truro Thursday morning en route to their homes. Among the delegates passing through were, G. E. Bellerose, of Montreal, general manager of the C. N. express; H. E. Hislop, traffic manager for the C. N. express, Montreal; F. N. Wiggins, general superintendent, Montreal; W. E. Norman, general superintendent, Toronto; C. A. Cunningham, general

superintendent, Winnipeg; S. O. Martin, superintendent, Montreal; S. H. Bullett, chairman express traffic association, Montreal; and George S. Cowie, assistant treasurer, Canadian National Railways, Montreal.

MRS. K. E. Cresine, now residing in Truro, has in her possession an "Imperial Service Medal", presented by the late King George V. to her husband Captain George A. Cresine, now deceased, in recognition of distinguished public service rendered the Canadian National Railways. A veteran of the sea, Captain Cresine sailed for over forty five years, twenty years of that time he spent sailing to the British West Indies and to hundreds of foreign ports throughout the world. During the past twenty five years deceased served as captain of the S. S. Scotia, the ferry operated by the department of railways between Mulgrave and Point Tupper, retiring in 1927, with a splendid record.

J. HORNER, Halifax, popular travelling freight agent of the D. A. R., was in Truro Thursday morning on business in connection with his department.

JACK Biswanger, night foreman C. N. R. roundhouse, Truro, who has been visiting his son in Bridgetown for several days, resumed duty Thursday. Hollis Rutherford who was relieving Mr. Biswanger, has returned to his regular position as machinist.

C. W. MacDonald, Saint John, C. P. R. superintendent of communications, and W. M. Godsoe, of Halifax, inspector of C. P. R. telegraphs were in Truro Thursday afternoon en route to their respective homes following a tour of inspection of the company's equipment.

BETWEEN fully and one hundred skiers and other winter sport enthusiasts will take advantage of the ski train being operated by the D. A. R. on Saturday, from Halifax to Ellershouse. This is the first time in the history of that road that such a train has been put in service, and the response has been so enthusiastic it is quite possible several similar excursions will be conducted during the winter.

W. J. Curran, chief clerk of the D. A. R. traffic department, Halifax, returned last week from Boston where he spent several days on business in connection with the traffic department.

THE following circular issued by the old I. C. R. over sixty years ago, was recently discovered among some old files in one of the C. N. R. stations on the Atlantic Region and has been loaned to this department for publication. The gentleman to whom it belongs makes a hobby of gathering such circulars and has a very large number in his collection, providing very interesting reading for anyone interested in railroading.

## INTERCOLONIAL RAILWAY GENERAL SUPERINTENDENTS OFFICE

Moncton, N. B., July 1875

Circular number 60

To conductors of through passenger trains:

The duty of a train baggage master will require him to take care of and be responsible, under the direction of the conductor, for all the tools and implements of the train, which are usually kept in the baggage car. He is therefore especially charged with the duty of keeping clean and trimmed, in order, and ready for use at all times, all hand and signal lamps in his charge, he will be also required, under the direction from conductor, to see that the regular supply of stores and tools for the train, are kept on hand as required by the book of regulations. His requisition, upon the storekeeper for this purpose, approved by the conductor, will at-

DAR  
SKI  
TRAIN

FEBRUARY 17  
1936



possible patrons

# Splendid Service Given Ski Party

2/25/ — 1936

**S**PLENDID service provided by the Dominion Atlantic Railway for the 125 skiers who journeyed to Ellershouse Sunday, proved a highly pleasing feature of the outing, it was said with the return of the party Sunday evening. The skiers left Halifax Sunday morning at 10 o'clock in a special D.A.R. train and were back in the city about 6 o'clock the same evening. A special buffet luncheon was served on the train, a service provided by the railway and greatly appreciated by the skiers.

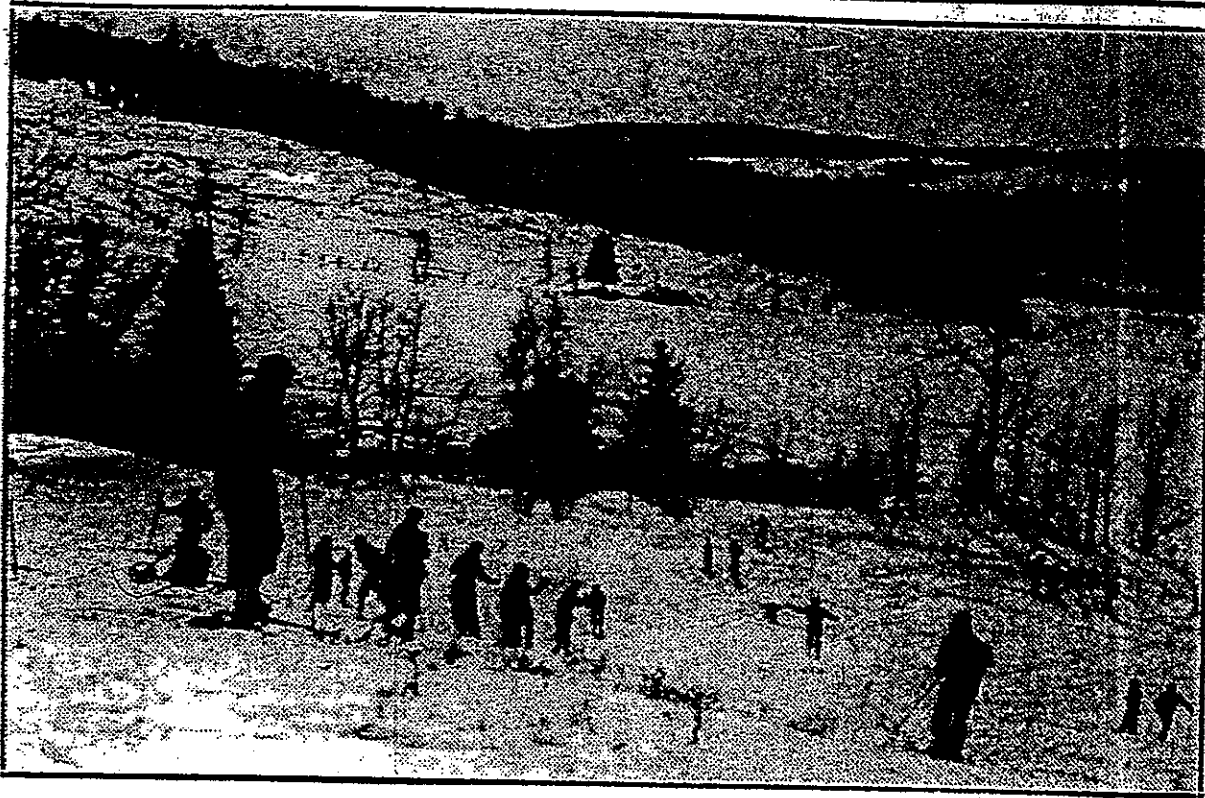
Ellershouse is recognized as one of the finest skiing places in the province, and while this sport is in its infancy in Nova Scotia, prospects for its development are exceptionally bright. Keen interest is being displayed by the Maple Leaf and Dartmouth Ski Clubs and, weather permitting, another excursion is being considered for next Sunday.

February 25, 1936

HALIFAX  
HERALD

TUESDAY, FEBRUARY 25, 1936

## New Ski Thrills On The Hills



### SKIING AT ELLERSHOUSE

A Dominion Atlantic special train conveyed over 100 enthusiastic members of ski and snowshoe clubs on Sunday last to Ellershouse, Nova Scotia. This was the second "Snow-Train" trip, and it is proving a very popular feature \* \* \*

February 25, 1936

# The Railway Herald

**THIS** department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO**, Feb. 28 — Everett Blair of the C. N. R. mechanical department, Truro, is absent from duty on sick leave.

Charlie McCumbie is relieving Everett Blair while the latter is away on sick leave. Mr. McCumbie is a member of the staff of the Canadian Brotherhood. Hugh Lightbody has taken over Mr. McCumbie's position for the present.

Grover DeYearmond of the C. N. R. roundhouse staff, Truro, is relieving William White of the same staff while the latter is ill.

Retired C. N. R. roundhouse foreman John Kennedy of Truro, is making a splendid recovery from his recent operation.

## USE STEAM TRAIN

**SO** large was the number taking advantage of the excursion rates to Halifax during the present week-end it was found necessary to operate a steam train in place of the Diesel train which regularly operates between New Glasgow and Halifax. A considerable number of people from eastern Nova Scotia arrived in Truro, Friday morning en route to the city and those, coupled with excursionists waiting at Truro for the Halifax train, made it necessary to couple up an additional two cars. The round trip tickets issued for this occasion went into effect Friday morning with Monday night as the expiring date.

Two other excursions were also operated by the C. N. R. on Friday one to Fredericton and the other to Boston. Both were fairly well patronized, but of course not to such an extent as was the Halifax excursion.

Mr. Spidler of the mechanical de-

partment of the C. N. R. roundhouse, Truro, was a visitor at his home in Bridgewater during the week-end.

**A** PARAGRAPH appeared in the Railway Herald Jan. 22 criticizing the wall map issued by the C. P. R. Company on account of an alleged distortion of the Maritimes and suggested this might be due to fact that the map was prepared in the U. S.

The critic of this map is evidently not aware of the fact that the maps issued by the Department of the Interior and published in their Atlas of Canada are made on the same polyconic projection, which as a matter of fact is in general use for such maps. J. M. Gibbon, general publicity agent of the C. P. R. writes. The lines of latitude and longitude show clearly the position of North and South, he says, adding, it is only on the centre line of a correct map that North and South are straight up and down.

## D. A. R. NOTES

**KENTVILLE**, Feb. 28 — Pensioner Edward Reddy, of Mount Uniacke, who recently underwent an operation at the Payzant Memorial hospital, Windsor, is reported in a critical condition, having contracted pneumonia.

Mr. and Mrs. George E. Graham, left here en route to New York to attend the National Sportsmen's Show, in which many interesting exhibits from Nova Scotia, will be on display. They will return Tuesday.

Knowles Elliott, division freight C. P. R., Saint John, passed through Kentville, Tuesday en route to Halifax for a few days on official business.

Engineer M. K. McQuarrie was in Yarmouth this week with Mr. Jeffrey of the C. P. R. tax department, Montreal, attending the Yarmouth appeal court session.

## DROPPING OFF

**A**PPLE shipments are dropping off considerably and several warehouses throughout the territory have closed for the season. The total carload movement is something like 15 per cent below that of last year.

A. T. Smith and G. D. Gabriel company officials from Halifax, were in Kentville on the 25th on business.

Mr. and Mrs. Richard Giles, Halifax, were in town on the 27th, paying a visit to their daughter, a patient at the Sanatorium. Mr. Giles is a C. N. R. dining car conductor.

Over 300 people from this territory travelled to Halifax on the hockey special on the 24th to witness the play-off game between Windsor and Halifax. A special train

moved from Annapolis Royal to Windsor today to accommodate those desiring to attend the Middleton-Windsor play-downs.

A. H. Morash, car accountant, was confined to his home for a few days this week with a severe cold. L. E. Peever of the C. P. R. tie and timber department, Montreal, was a visitor to the general office this week.

## FROM MONTREAL

**A**CCORDING to reports current here today, two D 8 class locomotives, numbers 547 and 555, are en route to the D. A. R. from Montreal to replace engines 39 and 43, which are to be returned to Angus.

J. B. Hoiner, travelling freight agent, Halifax, made his usual periodical visit to Yarmouth on the 24th.

Gladys Drummond, popular waitress in the Kentville station Restaurant is off duty here due to illness and will probably be absent for sometime.

Superintendent Laurie Ellis was a visitor to Halifax, Wednesday.

Passenger travel to and from the Valley has been heavy during the past few weeks, necessitating extra equipment on all regular trains.

Engines

547  
555  
39  
43

February 29, 1936

# The Railway Herald

THIS department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

## MONCTON NOTES

MONCTON, March 10— A large concourse of citizens paid tribute to the memory of Owen McGinty, veteran retired railroad engineer, whose funeral took place from St. Bernard's Church. Present were many former railway associates, as well as many others from various walks in life. The Requiem High Mass was sung by Rt. Rev. Mgr. Edward Savage, D. P., rector of St. Bernard's. Rev. Father M. A. Harris was deacon and Rev. James E. Brown was sub-deacon. After Mass the body was taken to the Shediak Road Cemetery, where it was placed in the receiving vault to await interment later in the season. The pall-bearers were three members of the Locomotive Engineers, William Lutes, Hugh Donahue and W. J. Gunning, and three members of the Holy Name Society, Thomas O'Leary, Harry Powell and Henry Fogarty. A large number of beautiful floral tributes, Mass cards and other expressions of sympathy were received, all of which strikingly attested to the

high esteem in which the deceased was held.

A fractured skull, fractured left arm and a fracture of the nasal bone were revealed by examinations made by x-Ray on James Connors, C. N. R. brakeman, injured recently when he fell from the top of a box car while at his work in the C. N. R. yard here. Dr. A. R. Myers said the injured man's condition was fairly good, despite his multiple injuries. The skull fracture was on the top of the cranium.

## VISITS BROTHER

GEORGE Connors, district storekeeper, C. N. R., Campbellton, was a recent visitor in the city visiting his brother, James Connors, C. N. R. brakeman, who was seriously injured by a fall from a box car during snunting operations on the wharf track.

W. C. McClure, C. N. R. roundhouse foreman, had an eye removed in an operation performed in the city hospital. His condition is favorable.

A. B. Wilson, city ticket agent, C. N. R., continues to improve slowly from a serious illness which has confined him to his home for the past two months.

Vital Daigle, a member of the postal transfer staff at the C. N. R. depot here for several years, has been promoted to the railway mail service branch and has taken over his duties on the Saint John-Moncton run. He will remove his family to the Loyalist City early in May. Mr. Daigle was very popular among his associates and the station staff generally and also has a wide circle of friends here and in Kent county, who, while regretting his departure from the city, will congratulate him on his well-merited promotion and wish him every success in the future.

## TRURO VISITOR

H. J. Pullford, C. P. R. travelling passenger agent, who makes his headquarters in Montreal, was in Truro Friday between trains.

Two D. A. R. engines reconditioned at the company's shops, passed through Truro Saturday en route to Kentville to resume services on the company's lines.

Ray Conn, C. N. R. travelling fireman, with headquarters at Moncton, was in Truro Friday on business in connection with his department.

Gordon McLeod, of Union Center, son of William MacLeod, C. N. R. terminal agent, and Mrs. MacLeod, Truro, spent the week-end in Truro with his parents.

Mrs. Harvie, wife of J. S. Harvie, D. A. R. auditor, Kentville, was a prominent member of the cast of the winning play, "Legend," presented by the Kentville Theatre Arts Guild at Halifax.

MARCH 11, 1936

## Swirling Waters Wreak Heavy Damage



and waters swirling about the Dominion Atlantic Railway's bridge over the Halfway river at Hantsport are being closely watched by sectionmen and workers from the town.

High waters of the Salmon river in Colchester county gradually creeping up on the Community hall at Bible Hill. This picture was taken from the train bridge between Queen street and Bible Hill.

and Elmer Lane of Truro have some fun out of the floods. Here they are paddling in a boat in the back yard of the home on East Queen street.

It's where you enter the home of Charles McGuire at Truro. Carl Fillmore is pointing to the front door, but neither he nor you can see it, leading to the dwelling.

## Communities Cut Off By Rising Tide

### Scores Forced To Flee Raging Torrents; Heavy Damage

**S**WEEPING down from the highlands, millions of tons of water and ice poured over Nova Scotia yesterday leaving in their wake a toll of uncounted thousands of dollars property damage and an immediate threat to lives as the swirling flood waters left submerged railway lines and highways rising to the window sills of many homes.

Characterized as the "worst spring thaw in history," Friday the 13th will be remembered in many sections for years to come as homes were abandoned in some sections and transportation and communications were paralyzed.

Railway bridges in places were all but submerged, highway bridges were under water, railway lines were washed out or covered by five and six feet of raging flood waters as trains were running hours behind schedules, entire communities were cut off and bath tubs and small boats were used in place of automobiles and wagons.

### Lives Nearly Claimed

**C**AUSED by an abnormal spring thaw and particularly heavy rain during the past few days, the largest rivers in central Nova Scotia and their tributaries were overflowing their banks in many places.

Two lives were all but claimed when John Robinson and John Hannah, both of Springhill, employees of the Edison Electric Light and Power Company, were thrown off their wagon into a marsh covered with eight feet of water just outside Oxford, where they were proceeding to repair power lines.

Neither could swim, but rescuers happened to be at the scene at the time.

Principal rivers in Nova Scotia, including the Cornwallis, Avon, Kennetcook, Salmon, Halfway and LaHave, have been fed during the past few days by the roaring waters of streams and tributaries suddenly swollen by rains and thaw. The roaring waters, a survey last night showed, had not receded.

### Imprisoned In Homes

**M**EISNER'S Flats, four miles from Springfield, where five homes have their ground floors flooded, is in immediate peril from the flooding waters of the overflowed LaHave.

One home was abandoned, but the residents of four others have been unable to get out.

The rushing waters, carrying along miles of ice cakes and more than 100 cords of pulpwood, are driving past the houses owned by Mr. and Mrs. Stanley Meisner and daughter, Mr. and Mrs. Shattford Teale and family, Mrs. Cassandra Teale, 89 years old, and Mr. and Mrs. Robert Robart and family and Mr. and Mrs. Joseph Morton and family.

The Meisner family escaped to safety early today. At Springfield there is no danger yet and none immediately anticipated. The only way of reaching the isolated families at Meisner's is by boat, and if in the morning the waters, which were rising last night, present greater danger an effort will be made to take the families to safety.

Huge ice cakes have hurled themselves at Meisner's bridge and are forming a blockade which will back the waters up to greater extent. Men were at work last night trying to break this blockade.

### Homes Surrounded

**N**EW Germany was without light and electrical power last night, the electrical machinery rendered useless when the force of the furious waters of the LaHave overflowed the dam at the factory.

The river, which had overflowed a complete section between New Germany and Meisner's, had sweeping with it 125 feet of box wood cut at Meisner's section by Zwicker's box factory.

The home of Albert Feeno was completely surrounded by water and the only entrance to the house was through a window.

The family of Henry Drew was forced to flee when the water poured into the home near the river bank. River road, one of New Germany's main roads, was cut off.

MARCH 14, 1936

# Plans On Car Ferry?

3/28/1936

New, Heavy Rails to  
Be Laid, Larger  
Locomotives Are  
Proposed for Line

By H. W. PORTER

The Halifax Herald's Resident  
Correspondent

KENTVILLE, March 27.—  
To provide for new and  
renewal construction work in  
1936 on D. A. R. lines, \$303,000  
has been approved, according  
to a report issued here by  
D. A. R. headquarters. The  
sum appropriated for new  
work this year amounts to  
\$220,000, to which is added  
\$83,218 unexpended in 1935  
and which includes a consid-  
erable sum for new, heavy  
rails.

## BIGGER ENGINES

TWO of the items listed are of  
particular interest to Kent-  
ville and this section of western  
Nova Scotia. The first is that  
the sum of \$70,000 to be expend-  
ed on bridge reinforcements  
would seem to indicate there is a  
move underway to provide big-  
ger and more powerful locomot-  
ives than now in use. It also re-  
vives the old rumors of a pro-  
posed car ferry between Saint  
John and Digby. Thus more  
closely linking up the C. P. R.  
from Halifax to Vancouver.

The second item, which will be  
received, particularly in Kent-  
ville, with a sigh of relief is that  
\$16,500 is to be expended for new  
machinery and other improve-  
ments in the shops here.

—Please Turn to Page 4, Col. 4—

MARCH 28, 1936

# CITIZENS OF TOWN UP IN ARMS

By H. W. PORTER  
Resident Correspondent,  
The Halifax Herald

KENTVILLE, April 3.—More than half a million dollars will be expended by the Canadian Pacific Railway in development of its lines in New Brunswick during 1936. Such is information received from a reliable source by this representative of The Halifax Herald. Effective July 1st every member of the accounting staff D.A.R., Kentville, will be required to report for duty in Montreal, Dominion Day. Included among the local members of the staff to be transferred are J. T. B. Kain, deputy mayor of Kentville, A. H. Morash, car accountant, Earl V. Neville, assistant chief accountant and dozens of others.

H. J. Pickersgill, general accountant for the last six years, occupied the same position on western lines. He will retire on superannuation next July. His wife is a sister of the late Joe Hall, outstanding hockey star in the National Hockey League.

More than \$300,000 is to be expended by the D.A.R. on development of the main line of the D.A.R. Yarmouth to Halifax in the next four months. This is double the amount expended in any previous season.

## UP IN ARMS

THE D.A.R. expenditure is running into thousands of dollars in building up the Yarmouth to Halifax line. Bridges between the two points already endorsed by the department of highways will be strengthened. Faced with losing its deputy mayor and a score or more prominent citizens, Kentville is up in arms. The D.A.R., it is claimed, is essentially a Valley proposition. English capital before selling out to the C.P.R. via D.A.R. had always insisted that first consideration was the Valley.

This declaration, it is stated, worked well until the death of President Grant Hall, who was succeeded by D. C. Coleman. George E. Graham, vice-president and general manager of the D.A.R., has without question fought for improvement of local lines. That he has been successful is evident by the fact that over \$300,000 has been granted for improvements on the main line for this year.

At a late hour tonight The Halifax Herald was unofficially informed as follows: All members of the accounting department staff with the exception of R. Taylor, timekeeper, would be transferred to Montreal. Responding to a letter received from the Kentville Board of Trade, President D. C. Coleman stated that it had been found necessary to make changes so that headquarters of the entire Halifax to Vancouver line would be placed under one control.

Halifax  
April 4 1936

# Engine's Breakdown Saves Score Of Lives



BOVE is shown the undermined fill on the D. A. R. line near Ellershous. Men are at work repairing the damage.

WINDSOR, April 5.—Passengers who took the D. A. R. fast freight out of Halifax at 8:30 last night may owe their lives to the fact the engine drawing the train suffered a breakdown at Mount Unacke and was obliged to wait for an engine from Windsor to come to take the train to Kentville.

## 35-FOOT HOLE

Just a few miles beyond Mount Unacke at an undermined railway embankment at the "ley Hill" near Ellershous, the bit of earth caused a land slip which left 70 feet of rails hanging in the air. Perhaps the engineer of the fast freight would have seen the danger, but it is unlikely that a slide would have been showing. If on time the train had passed Ellershous at eleven o'clock, when an engine on its way to bring the disabled freight to Windsor had the fill the roadbed had dropped nearly two feet.

SIDE OF AN HOUR A 35-FOOT HOLE WAS ALL THAT LEFT OF ONE SIDE OF EMBANKMENT.

See Turn to Page 4, Col. 4—

## More About Engine Break Saves Lives

(Continued From Page One)

What is today a stream which can be stepped across dry shod was responsible for the slide. In freshets of several weeks ago the culvert under the fill became clogged with drift wood and the swollen creek undermined the down stream end of the embankment, causing a minor slide.

### SECOND SLIDE

SINCE that time trackmen have been trying to hold the embankment, but a second slide a few days ago gave indications still further slides might be expected. Members of Foreman Ralph Crowell's section crew were detailed for duty to watch the danger point and trains were all operated under "slow orders" at that point. It was believed the bank had settled all it was going to and plans were made to extend the culvert down stream fifty feet and put in a rock filled crib-work to hold against any further slide. This work was to have been undertaken as soon as gravel pits could be opened up.

Last evening conductor Williams and engineer Ira Ritchie were ordered out as an extra crew to come to Windsor from Kentville to take out a train of west bound freight which the fast freight could not include in her tonnage.

### LIGHT BARES SLIDE

BEFORE their train was made up a new order came to send the engine to Mount Unacke to bring in the disabled fast freight. Approaching the point where the "slow order" was in effect, engineer Ritchie saw in the glare of his headlight that the feared land slide had begun. The road bed had dropped nearly two feet. He reversed his engine and ran backwards to the Ellershous and reported the condition, then returned to the Valley Hill to make further investigation. In less than an hour the whole road bed had dropped out, leaving the rails dangling in the air.

Passengers on the fast freight were transferred to Doran's bus and brought to Windsor. Conductor Williams, after taking his train back to Kentville was ordered out with a bridge and building train and pile driver, in charge of road master J. A. Hebert. All day the crew of 60 men were busy shifting the rails on each side of the gap, over about two feet, to align with the lip of the embankment left standing by the slide, and the pile driver was put to work driving 35 and 60 foot piling down to hold the bank, and form a 90-foot trestle as a temporary bridge across the gap.

It will be Tuesday morning, perhaps Tuesday night, before a train passes over the embankment.

Train service between Windsor and Yarmouth will be according to schedule. Transfers of passengers, mail and express will be made at the scene of the slide.

HALIFAX  
April 6, 1936



# Progress Made In Building Trestle

— 1936

WINDSOR, April 6 — Excellent progress was made by track master Hebert's Bridge and building crew today driving a pile and cribwork trestle to bridge the hole left by the landslip at Valley Fill, on Saturday night and there is every hope that line will be restored for through service tomorrow afternoon.

Meantime the fast freight service Halifax to Yarmouth has been routed via Truro over C.N.R. rails between Truro and Windsor Junction and these trains, east and west have been carrying heavy tonnage to handle local freights for drop shipments between Windsor and Yarmouth. Passenger trains on each side of the gap operated as near schedule as possible, with busses and trucks pressed into service to transfer passengers, mails, baggage and express between Windsor and Mount Uniacke.

April 6, 1936

# The Railway Herald

THIS department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO, May 1**—The following story is being told about a certain police department in Nova Scotia, which spent a week or so searching for a bicycle reported to have been stolen, and which was finally located in a barn at the rear of the police station, perhaps the only place the policemen failed to look for the missing vehicle. The incident occurred about three weeks ago, according to our informant. It seems a young lad of the town in question had his bicycle stolen from the rear of his home during the night. He immediately informed the police department of the theft, and was assured by the body that everything possible would be done to find the bike and the thief. During the next two or three weeks the department worked incessantly, checking all bicycles and running down all available clues, but without success. The police were on the verge of giving up the search as a bad job, when they received a telephone call informing the chief that the bike they had been so diligently trying to locate was resting in the barn at the rear of the station house where, informant declared, it had been placed shortly after the theft. A policeman promptly visited this building, and sure enough the bicycle was there, unharmed, and was duly returned to the owner. The police were good sports and laughed the joke off, but way down in their hearts they would probably like to know who the person is that pulled the fast one on the department.

## RAILWAY NOTES

**J. MacLEAN**, C. N. R. ticket inspector, of Moncton, passed through Truro Monday en route to Halifax, on a tour of inspection.

**G. H. Trapnell**, manager of the C. N. R. office Halifax, was in Truro Monday between trains, en route to Moncton on official business.

**Mrs. Cox**, wife of C. N. R. section foreman Cox of Riverdale, was a visitor in Truro Saturday.

**J. E. McCann**, manager of the C. N. R. telegraph office, Sydney, was in Truro Monday en route to Moncton, on business in connection with the telegraph department.

**Mrs. MacKay**, wife of Stanley MacKay, C.N.R. section man of Riverdale, was a visitor in Truro on Saturday.

**Misses Nellie McLellan**, May Potter and Jean Bowden of the Canada News Company's staff, Truro, were visitors at Miss McLellan's home in Wentworth during the past week-end.

**C. E. Thomas** of the Imperial Cable Company, with headquarters in Halifax, passed through Truro Monday night en route to Halifax from Amherst, where he spent several days on business in connection with his department.

**W. M. Godsoe**, inspector of C.P.R. Telegraphs, who makes his headquarters in Halifax, was in Truro during the past week-end inspecting the local equipment of that company.

**J. E. Tolson**, travelling freight agent of the C.P.R., was in Truro Monday night en route from his home in Saint John to New Glasgow on business pertaining to his department.

**George Dickson**, of Moncton, superintendent of the signal and electrical departments of the C.N.R. was in Truro Monday enroute to Halifax on a periodical tour of inspection.

**L. G. Kennedy**, well-known and popular retired C.N.R. conductor of Truro, left Tuesday for Boston, where he will spend a month or so visiting with relatives and friends. His many friends in the Hub wish him a very enjoyable trip.

**Mrs. Currie**, wife of C.N.R. freight porter William Currie, Truro, was a visitor in Amherst during the past week-end.

## D. A. E. NOTES

**KENTVILLE, April 30**—**M. H. Barnes**, Digby, arrived yesterday to relieve Mrs. K. M. Moran, agent, C. P. Telegraphs, who was called to her home in Sydney owing to the sudden death of her mother.

**A. T. Smith**, general freight and passenger agent, Halifax, was a business visitor to Truro yesterday.

That 1936 is proving a good year for automobile sales in this section of the province is demonstrated by the fact that 57 carloads of new cars and trucks have been unloaded

at the Kentville freight shed to date this season, compared with 40 carloads for the corresponding period last year.

**Ferry Bulkam**, mechanical foreman at Yarmouth, will resume duty next week following a lengthy lay-off due to a foot injury.

**W. M. Godsoe**, plant supervisor, C. P. R. communications department, Halifax, was in Kentville Tuesday and Wednesday on official business.

## CONDUCT EXAMS

**TO** conduct visual, orally and hearing examinations, Car No. 11, in charge of M. L. DeLong, will be at Kentville until May 2, moving thence to Kingsport for the accommodation of branch line employees. On completion of this section of the line the car proceeds to Yarmouth on May 3, Annapolis Royal on the 4th, back to Kentville on the 5th, completing the western division. May 8 it moves to Windsor, over to Truro on the 7th, thence to Ellerslie house on the 8th, Beaver Bank and Halifax the 9th.

**District Engineer M. K. McQuarrie** is out-completing the annual spring bridge-inspection.

**John MacDonald, Jr.** of the Kentville freight staff has been temporarily transferred to Windsor until the close of the fertilizer shipping season.

**J. G. Parker**, agent at Scotch Village, is on his annual vacation and during his absence will be relieved by relief agent, A. R. Nolles.

**W. B. Ward** is acting night-trick dispatcher, succeeding M. L. DeLong, who has been assigned to special duty for the next 10 days.

## SHIP FERTILIZER

**SINCE** the opening of the fertilizer shipping season at Windsor a switch engine has been dispatched from Kentville practically every day to provide switching service and handle the loads back to Kentville for distribution on regular trains.

**Walter Burke** and **H. S. Bent**, accompanied by Miss **Ellie Caldwell**, three members of the passenger accounting staff, left yesterday on transfer to the head office in Montreal. This is the second group to leave here since February and is in line with the C. P. R. move to centralize all accounting work at headquarters of the company.

**Travelling Freight Agent J. B. Horner** made his usual periodical visit to Yarmouth this week.

Large quantities of permanent office records were packaged last week, being made ready for shipment to Montreal, as the various staff units are transferred.

**Superintendent Lourie Ellis** has been in Halifax on official business for the past two days.

**H. B. Fraser**, permanent agent at Parrsboro between May and December of each year, was in Kentville yesterday en route to Kingsport to join the M. V. Kipawo on a trial sailing to Parrsboro. Mr. Fraser has been employed in the North street freight office for the past few months and made many friends while in Halifax.

## NEW DUTIES

**M. B. DANIELS** being the successful applicant for the position of agent at Paradise, has now entered upon his new duties. He succeeds the late H. W. Longley.

**F. Molson**, claims agent, who is on a business trip to Montreal, is expected to return to Kentville this week.

The genial **J. R. Stewart**, general chairman of the B. of L. F. and E. in Nova Scotia, who resides at New Glasgow, was in Kentville over the last week-end. He called at the general offices to renew acquaintances on Monday before leaving town.

**Inspector Long** of the department of agriculture made his annual trip to the Valley last week, inspecting stock yards and other live stock shipping facilities.

**E. T. Jordan** will shortly resume duty as station baggagemaster at Kentville, after an absence of several months due to illness.

## TO FORMER POST

**L. B. DODGE**, who has very capably acted as baggagemaster during the absence of E. T. Jordan, will return to his former position in the freight department.

**John Boyle** formerly of the general office staff, but now representing the Confederation Life Association, called here today to display a very fine catch of speckled basses taken from the waters of Torment Lake. Included in the catch were trout weighing from a pound and a half to one topping at 15 lbs. and three and one-half pounds, all taken with a light rod and using the old reliable worm for bait. This is the best catch we have seen this season.

HALIFAX

MAY 1  
1936.

# RAILWAY

## Makes Journey To Nova Scotia Less Expensive In 1936

**D. A. R. Executive Head  
Expresses Confidence  
More Will Visit Country  
Than in Past Years, Evi-  
dence Indicates.**

By **GEORGE E. GRAHAM**

*Vice-President and General Man-  
ager, Dominion Atlantic  
Railway*

**T**HERE are so many factors today which may be regarded as definitely pointing to a return of normal conditions and increased tourist travel that it becomes difficult for one to refrain from sounding a note of constructive optimism.

### EXPECTS RECORD

**T**HIS year, as in the past, the Dominion Atlantic Railway will play its part in developing and stimulating summer traffic to Nova Scotia. Our advertising field has been greatly expanded in the most important centres of the United States and Canada, which, supplemented by that of other transportation companies, the Provincial Government and the extensive campaign of the Canadian Travel Bureau, should be productive of record-breaking results. The various new advertising publications are being given a much wider circulation than ever before and already, inquiries for literature descriptive of Nova Scotia, exceed those of previous years.

### IS UNRIVALLED

**T**HE outstanding feature in Nova Scotia is probably the prospective growth of its tourist business—the natural advantages of this province as a tourist paradise—its historic and romantic background, scenery and climate, are unrivalled on the Continent. Realizing this important fact, it is necessary for all transportation systems, hotels, etc., to keep abreast of the times and maintain adequate equipment, increase and improve their facilities to enable them to render the maximum of service at reasonable rates.

### IMPROVES LINE

**T**HE recent announcement by this company to the effect that some \$350,000 would be spent this year in improvements and betterments is further indication of the faith the Dominion Atlantic has in the potential value of the tourist industry to Nova Scotia. The amount appropriated will provide for road-bed improvements, dust elimination equipment and other new facilities in an effort to offer increased and better accommodation to our patrons. In addition, train schedules will be speeded up be-

tween Yarmouth and Halifax to provide a through, fast and up-to-date service between New York-Boston and Nova Scotia via the Yarmouth gateway in conjunction with the palatial steamers of the Eastern Steamship Lines Inc. Combined with the improved transportation facilities, the hard-surfacing of our highways by the Provincial Government, will do much to attract motorists to this Province in greater numbers.

### A PLAYGROUND

**H**AVING reviewed the transportation question, a brief reference is made to the attractions we have to offer. Here the sportsman will find a land of unspoiled lakes and streams mid pine-scented forests. Then there are the charming resorts, historic cities, etc. Nova Scotia is a vacation wonderland—yes, a glorious natural playground with a sunny exhilarating climate. In addition there is always an elaborate program of summer attractions such as the Annapolis Valley Apple Blossom Festival, the International Guides Meet, the Halifax Aquatic Carnival, Nova Scotia Provincial Exhibition and various other functions, all of which go to provide amusement and entertainment for our visitors. Then again Nova Scotia is rapidly becoming a popular Convention centre, offering as it does excellent hotel accommodation, sporty golf courses, tennis, etc. The active support of our parent company, the Canadian Pacific Railway, in the development of travel to Nova Scotia has been clearly demonstrated by the splendid hotels provided at Yarmouth, Digby, and Kentville, together with their active interest in the Lord Nelson Hotel at Halifax. The ever-increasing popular "Pines" Hotel at Digby, enjoyed increased business last year and according to inquiries for reservations this season, 1936 bookings will exceed those of previous years. In brief, all our hotels are preparing for a banner season.

### LOWERS COSTS

**T**HE recent announcement to the effect that passenger fares on all United States lines will be reduced on June first, this year, will undoubtedly have its effect on travel, which, together with the reduced fares and usual excursion rates in effect on Canadian lines, should make it possible for summer travellers and vacationists to make that long-

planned visit to Nova Scotia this year at very little cost.

The Educational Tour of some thirty rail and steamship representatives from the United States to our province in September last year, has done much to advertise Nova Scotia throughout the New England States and as a result of this publicity more inquiries have been received than ever before. Connecting steamship lines who annually make a survey of travel conditions based upon contact by tourist agents, are also optimistic regarding travel this summer and have made preparations for the handling of a greatly increased number.

### SHORT VOYAGE

**F**URTHER evidence of the faith of the Canadian Pacific Railway in Nova Scotia and its tourist industry, is demonstrated by the very fine train and steamship services provided for the convenience and comfort of the many hundreds of persons from Central and Western Canada, the United States and other points, who annually enter our province by way of the Saint John-Digby gateway. The palatial and speedy steamer "PRINCESS HELENE" with its comfortable staterooms, offering accommodation for 500, and in addition, space for 50 automobiles, plys the delightful Bay of Fundy route of forty-three sea miles, to connect with Dominion Atlantic trains at Digby for Yarmouth, Kentville, Halifax, Truro and points intermediate thereto.

Many have spoken in glowing terms regarding Grand Pre Memorial Park owned and operated by the Dominion Atlantic Railway. This property of thirteen acres, with its well-equipped museum, stands today in the forefront as an attraction to the visitor. Improvements are made and new features added annually. That it is now a recognized tourist mecca is evidenced by

the fact that thousands of interested parties from the United States, Canada, Europe, South Africa and other remote Colonies of the British Empire, are included in the list of registrations.

### HAS EVERYTHING

**I**N review, our province has everything to lure the visitor—history, scenic beauty, a tonic climate without extremes, an unusual coast-line with beautiful island studded bays, hunting, fishing and sports of every description.

That there is a great future to the tourist industry of Nova Scotia is without question, and with the improved facilities being provided by the Government, the Transportation Companies and Hotels; the increased activity on the part of the Tourist Bureau as well as the individual, together with private capital throughout the Province, and particularly in the "Land of Evangeline" section, returns in the desired form of increased travel and prosperity in 1936, should be the result.

MAY 29, 1936

THIS department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro

TRURO. Oct. 4. James C. ...  
C.N.R. section between ...  
Riversdale, was a ...  
in Truro.

William Searle, of the C.N.R. freight office staff, accompanied by Mrs. Searle and brother Fred were visitors in Riversdale during the week end at their car at trout lake.

J. R. Gasper, U.N.R. yard clerk, with Mrs. Gasper, were noted visitors in Halifax Monday evening.

D. J. MacDonald, C.N.R. inspector of North Sydney, and Mrs. MacDonald passed through Truro recently from Toronto, where they visited their daughter and son-in-law, Mr. and Mrs. H. E. Evans.

Guy Durham, C.N.T. inspector and telephone maintenance man from Truro, left Tuesday morning for Parrsboro, to spend several days inspection of company's equipment there.

Mrs. Langille, Brenty Ted, wife of Henry Langille, C.N.R. section foreman of Bridgewater was a recent visitor in Togo.

## D. A. R. NOTES

**KENTVILLE, Oct. 11.**—The structural steel and reinforcement of various bridges along the line has been completed and according to reliable information five units of heavier power will shortly be dispatched from Montreal for use on Kentville.

Katherine Lightle, stenographer to the superintendent, was a visitor to Halifax, last week.

Pensioner and Mrs. William Yeld were in Windsor, recently on a visit to their daughter, Mrs. George Wilson.

Sam Cohen, assistant chief clerk in the accounting department, recently transferred to Montreal, left Saturday to return to duty, following a vacation spent with his parents here.

Mrs. J. S. Harris, wife of C. P. R. travelling auditor, who has been confined to the Payzant Memorial hospital, Windsor, for several weeks undergoing treatment, is much improved in health.

HAS RETURNED

FRANK Matheson of the vice president's office returned from a brief business trip to Saint John. Superintendent Laurie Ellis left on an official business visit to headquarters in Montreal.

Apple shipments for rail movement have been very light up to the present, requiring the operation of but one extra freight train. Several carload consignments have gone forward but all were handled via regular trains.

Irma Gammon of the district accounting staff will spend her vacation with friends in Boston.

Gwendolyn Sherrard, daughter of Machinist W. B. Sherrard, left last week for Ottawa, where she will take a nurse's training course.

We regret to learn Mrs. Hugh Copeland, wife of Engineer H. Copeland, is seriously ill at Eastern Kings Memorial Hospital, Wolfsville, where she recently underwent an operation. Her condition, however, is reported as showing steady improvement.

## DISPATCHER RETURNS

**DISPATCHER P. B. BROWN** returned from a three weeks vacation in Boston and other U. S. cities. Dispatcher M. L. DeLong was out working on a flat tire test. Several cars were hitting and being damaged.

Mr. J. H. Voss, agent of the  
L. H. Voss Co., 1000 10th St.,  
St. Paul, Minn., is the agent for  
the L. H. Voss Co., 1000 10th St.,  
St. Paul, Minn.

RECEIVED  
U.S. DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

## ANNUAL MEETING.

At the annual meeting of the American Association of Kinesiotherapists, George E. Graham, corresponding and general manager, has received the honor and C. M. Barker, secretary. This organization held its 10th annual last year under the leadership of Mr. Graham and in cooperation with a number of the executive this year a rather ambitious program was proposed for the coming year.

Mrs. A. B. C. and son, Harry, are from Fremont, A. C. Currie, Boston.

Engr. B. L. B. ... of  
Engr. W. L. B. ... of  
other ... of  
the part ... of  
Engr. ... of the Provincial  
Engr. ... of

LOS ANGELES, Feb. 4 (AP) —

Said Plaintiff's Mother-in-law, Ada  
Lynn, testified that she was married at  
\$100,000.00 per husband and the late  
Mrs. The new film producer

Five units

October 5, 1936

# D. A. R. NOTES

KENTVILLE, Oct. 13.—Sir Edward Beatty, G.B.E., chairman and president C. P. R., Montreal, issued a statement last week outlining details of a new contributory pension system, covering all branches of employees and applicable to subsidiary lines, effective Jan. 1, 1937. The new code of rules has been printed in booklet form for distribution to all concerned and clearly sets forth every detail in connection with the new plan.

C. B. Andrews, former district passenger agent C. P. R., at Saint John, well-known in Halifax and the Maritimes, has been transferred to Toronto to succeed G. Bruce Burpee as district passenger agent in that territory. Mr. Burpee was made general passenger agent at Montreal. H. C. James, formerly general agent at Atlanta, Ga., will succeed Mr. Andrews at Saint John and therefore will be closely connected with Dominion Atlantic agents.

Conductor Raymond Crosby has returned from an official business trip to Ottawa, where he represented the B. of R. T. at a recent meeting.

R. W. Farnsworth, assistant storekeeper, accompanied by Mrs. Farnsworth, left last week to spend two weeks with friends and relatives in Newton, Mass.

## TO SAINT JOHN

PHILIPMAN Arthur Ellis left Saturday en route to Saint John to accompany two locomotives being assigned to this line from the C. P. R. It is understood three additional units are also rolling, making five in all. Included in the total is one of the G-2 type for passenger service.

A. T. Smith, general freight and passenger agent, Halifax, has returned home following a business trip to Montreal.

J. S. Clayton, C. P. R. terminal agent, Saint John, accompanied by

## way Herald

Mrs. Clayton, enjoyed a motor trip through the Valley last week. They spent Thursday in Kentville.

The engagement of Miss Dora Ernst, daughter of Mr. and Mrs. W. A. Ernst, Mahone Bay, to Clarence Redden, now of the C. P. R. head office staff, Montreal was announced last week. Mr. Redden was formerly a valued member of the accounting department here.

G. R. Palmeter, prominent Kentville jeweller, son of a pensioned engineer A. A. Palmeter, has returned from a motor trip to Boston and New York.

## IN UNITED STATES

MRS. Arthur Landry and son, Claud, family of Trainman A. Landry, are visiting in Burlington, Iowa, guests of Mrs. Ralph Rogers, Conductor and Mrs. William Lightle, accompanied by their daughter, Kathleen, have returned from a two weeks visit to Washington, D. C.

D. C. Coleman, Montreal, vice-president of the C. P. R. and president of the D. A. R., travelling in

private car "Mount Royal," made his annual fall inspection trip of the line last week. George E. Graham, vice-president and general manager, and Superintendent Laurie Ellis accompanied him on the trip.

Gordon Taylor, son of Conductor T. Harry Taylor, left on Tuesday last en route to Boston, where he will enter the United States Diesel Engineering college to complete a course in Diesel engineering.

Two extra engine crews were set up here yesterday for work train service. A heavy fill will be made at Big Bog bridge, requiring three weeks to complete, while at Kingsport the first coal steamer of the season has arrived, requiring the use of a switch engine until the cargo has been discharged.

Personer and Mrs. William Yould, Kentville, will celebrate their 68th wedding anniversary on October 29. Mr. and Mrs. Yould were somewhat shocked last week by the serious illness of their daughter, Mrs. W. A. Hyndman, who resides in Charlottetown.

Note: G-2.

Halifax Herald,  
October 14, 1936

# The Railway Herald

**THIS** department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO** Dec. 4—Mrs. John Sasia.

1079 St. Elizabeth street, Montreal, en route from Inverness to the former place, was admitted to Colchester County hospital Monday evening suffering from a heart ailment. When local officials became aware of her condition she was placed under the care of Mrs. Caroline MacKinnon, local C. N. R. matron, who may possibly accompany her to Montreal. Mrs. Sasia intended resuming her journey Tuesday morning, but her condition did not warrant her departure from the hospital and she will not leave for Montreal before the end of this week at the earliest.

Wendell MacIntosh, son of Stanley MacIntosh, of Truro's C. N. R. car shop staff, was a visitor in Halifax during the past week-end.

Samuel Frizzle of the mechanical staff, C. N. R., Truro, who recently underwent an operation in Colchester County hospital, has returned home and is reported making a satisfactory and speedy recovery.

Mrs. Yuill, wife of Suther Yuill, prominent C. N. R. employee of Truro, and son, Carlyle, were visitors in Halifax during the past week-end.

## AT TRURO

**PAGE** Carlyle, master mechanic, C. N. R. Moncton division, was in Truro during the past week in connection with the movement of an auto train to Halifax.

Miss Pearl White, daughter of Donald White, machinist, C. N. R. roundhouse, Truro, was a visitor in Halifax last week.

Thomas Madden, Moncton, travel-

ling C. N. R. general car foreman, was a business in Truro during the past week.

Three C. N. R. road engines are being overhauled locally, according to roundhouse employees, and the locomotives on which considerable repairs are necessary are providing members of the various staffs with much appreciated employment.

Waldo Moor, C. N. R. travelling passenger agent of Halifax, was a visitor in Truro Sunday evening on business relating to his department. J. E. Tolan, Saint John, C. P. R. travelling agent, was a business visitor in Truro Monday and Tuesday.

## BETTER SERVICE

**MUCH** better service is noticed over the D. A. R. since the heavier locomotives have been put into service. The light engines were splendid in their day, but the present demand for heavier trains and faster speeds were quite beyond their limit.

The new locomotives are very fast on the start and attain high speeds easily. A few days ago the night train from Yarmouth into Halifax picked up forty minutes of lost time between Kentville and Halifax. It made the run from Windsor Junction to Halifax, fifteen miles, in sixteen minutes and in this time made two stops at Bedford and Rockingham. On another occasion it made Bedford to Rockingham in four minutes.

## D. A. R. NOTES

**KENTVILLE**, Dec. 3—Mrs. Taylor, wife of R. L. Taylor, time-keeper, spent a few days with her parents, Mr. and Mrs. John McGuide, at Smith's Cove, last week.

Coach excursions to Halifax continue popular. Upwards of 400 persons took advantage of the one operated a few days ago.

George Bishop, chief clerk to V. P. and G. M., resumed duty this week following a three month sick leave.

Present indications point to a heavy lumber cut on the Truro subdivision this winter, which gives promise of an increased rail movement to Halifax for export.

R. W. Farnsworth, of the S. D. and P. C. department, left for Halifax today to complete his regular monthly check-up of equipment, etc.

## ON INSPECTION

**THAT** very popular fire inspector, J. J. Barrett, of the C. P. R. insurance department, Montreal, was a recent visitor to this terri-

tory on his annual fall inspection of buildings and equipment.

Ray Newcombe, well-known agent, formerly at Ellershouse for a number of years, is off duty on extended leave.

Relief Agent W. B. Ward, left for Middleton this week, where he will assist with general station work for the next few days.

Bringing to a close a railway career of thirty-three years, Joseph James Della Torre, baggage master at Windsor Junction, retired from active service on Nov. 30, to join the veteran ranks. Joe, as he was commonly called, has been checking baggage since the year 1904 and has perhaps handled more trunks, suitcases, etc., than any other employee. His fellow workers join the writer in wishing him good health and happiness in the years that follow.

## ARE APPOINTED

**EARL** Kuhn, of the Windsor freight staff has been appointed baggage master to succeed J. J. Della Torre, and John MacDonald, Jr., and transferred from the Kentville freight agency to replace Mr. Kuhn. Norman MacDonald comes from Windsor to fill the vacancy in the Kentville office.

One of our best known engineers passed from our midst on Nov. 28, in the sudden passing of Fireman Clifford (Cobby) Webb, whose demise took place at his home in Kingsport only a few hours after having completed his usual Saturday evening trip from Kentville. Death was due to a heart ailment. He entered the company's employ as a cleaner at Kentville, in October 1894 and was assigned to road work the following year. Of his forty-two years service, forty were served on the Cornwallis Valley branch. Our deepest sympathy is extended to the surviving members of his family.

The western division extra gang, under Foreman Arthur King, was laid off on November 30th, for the season.

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then, can he be classed as a Union Worker.

## The Railway Herald

**THIS** department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO**, Dec. 7.—It has always been said cowboys are at home in the saddle, but as far as can be ascertained no one has ever made such a remark with reference to an engineer and a locomotive's firebox. However, at this time we are making the statement that engineers are at home in their engines' fireboxes, and for verification we cite an instance wherein a locomotive engineer resided in a fire box for thirty one days and nights while the engine was in motion. We refer to J. B. Muse, an engineer employed by the Laurenburg and Southern Railway, North Carolina. On October 8 of this year Mr. Muse left that American state for Cape Breton, in charge of an engine to be delivered to the Sydney and Louisburg Railway. The locomotive was to be delivered by freight to assure safe and perfect delivery to its purchasers. Mr. Muse came to the conclusion he should travel in the engine's firebox, which he did after that section had been fitted with a bed, table and chairs. There he remained during the entire trip of 31 days, eating, sleeping and attending to various parts of the locomotive which were in motion, particularly the wheels, on which were used forty five gallons of oil to offset rail wear. The locomotive was delivered in Al condition by its tenant, who remained several days in Cape Breton, outlining its mechanism to those by whom it will be operated in future. Mr. Muse, an engineer of the first water, having been employed in that capacity for some 35 years, enjoyed his novel trip immensely and it is understood his only worry was whether or not he would be able to understand inhabitants of this province. He had previously been informed Nova Scotia was populated entirely by French and Indians and, not having command of either lingo, he was at a loss to know just how he would manage such a ticklish situation. Imagine his surprise when he discovered the prevalence of English pale-faces, the lack of Indians and their proverbial war paint and feathers and the former's language so easy to comprehend. This possibly was the greatest shock of his life, but he has nothing but commendation for the people of this province, by whom he was used so well during his sojourn here. Particularly is he loud in his praise for employees of the C. N. R., who extended every courtesy to our unique visitor.

Mr. Muse's unparalleled expedition would have passed unnoticed had it not been for a resident of this town with whom he became acquainted and who thoughtfully referred the incident to this department of The Herald.

### HALIFAX VISITORS

**MISSES** Connie, Violet and Frances Searle, daughters of Jack Searle, C. N. R. car inspector, Truro, were visitors in Halifax during the past week.

H. V. Musgrave, assistant superintendent, C. N. R., Halifax division, was a visitor in Truro during the past week on business relating to his department.

Henry Jones, son of John Jones, retired C. N. R. locomotive engineer of Truro, left Wednesday morning for Saint John, where he will in future be employed by the Irving Oil Company. Henry during his residence in Truro has become very popular among Truro's younger set and his departure will be regretted by his host of friends. He also has a fine hockey reputation and will probably become affiliated with one of that city's teams this winter.

Mrs. John Saxia, 1079, St. Elizabeth street, Montreal, who while en route from Inverness to the former place became ill and was admitted to Colchester County hospital, resumed her journey to Montreal Thursday afternoon. She was accompanied by Mrs. Caroline MacKinnon, C. N. R. matron, Truro, who attended her prior to being admitted to the hospital.

### FROM MULGRAVE

**MRS. GRANT**, Mulgrave, was a visitor in Truro Wednesday.

Mrs. Grant is the wife of G. H. Grant, who at the present time is employed by the C. N. R. in Pictou. Robert Phinney, son of G. A. Phinney, prominent C. N. R. locomotive engineer of Truro, who for several years has been sailing the seven seas, arrived in Truro during the past week-end, where it is understood he will remain until after the new year. Robert for the past year or so has been shipping on the C. N. S. Challenger between Montreal and Australia and from the former place motored to his home here.

Also in Truro at present is Jack MacKenzie, Walker street, who has spent many years afloat, visiting the remote countries of the world, and these two young men of the deep have spent many an interesting hour together during the past week relating tales of foreign countries. As a luncheon speaker either of this duo could provide an audience with numerous interesting anecdotes.

Mr. and Mrs. Owen Spence, Wolfville, were visitors in Truro during the past week-end.

Officer Beazley of the C. N. R. police staff, Truro station, was a business visitor in Halifax Wednesday.

### D. A. R. NOTES

**KENTVILLE**, Dec. 7.—Mrs. McGill, wife of Machinist R. S. McGill, was called to Montreal by the serious illness of her son, M. R. McGill, who is a patient in the General hospital there with pneumonia. Murray McGill was a valued member of the accounting section here for a number of years and was among those transferred to company headquarters a few months

ago. His friends and co-workers here join in sincere wishes for a speedy recovery.

During the past month six carloads of fruit and vegetables and numerous L. C. L. shipments of clothing went forward from various Valley organizations for relief distribution throughout sections of Ontario, Saskatchewan and Alberta. All such consignments were handled free of charge by both the C. P. and C. N. railways.

George E. Graham, vice-president and general manager, is named as one of the three Nova Scotians elected to the executive committee of the Canadian National Safety League at Toronto this week.

Snow plows and flangers, have been thoroughly re-conditioned and tested preparatory to the opening of the winter season. One additional plow was received here a short time ago from the C. P. R. for use on this line out of Kentville.

### BEY'S SUMMER

**THE** motor vessel Kipawo, which plys the Minas Basin route between Parrsboro, Kingsport and Wolfville, will be withdrawn from service the end of the present month and berthed at Digby for the winter. This increasingly popular route enjoyed an unusually busy summer and, according to reports, a record number of automobiles were handled during the eight months of operation, from May 1. Another well known conductor in the person of Dan McIvor returns from the active list after completing his run on December 31, with a record of more than 42 years of loyal and efficient service to his employer and the travelling public. He entered the employ of the D. A. R. in September 1894 as brakeman and was promoted to conductor in 1905, having operated at various times over the entire line in charge of everything from a work train to the first-class passenger train during his period of service. While he is still with us, members of the running trades and station staffs join your scribe in the hope that he may long be spared to enjoy, with his family, many years of well-earned rest and recreation.

December 8, 1936.

# "Railroaded" To Prison

KENTVILLE, Dec. 16 — "Railroaded to jail" has often been the claim of many arrested, but in the case of a man lodged in the local hoosegow this afternoon there is no question but that he was "railroaded" and furthermore police do not deny but absolutely declare it is a fact. With a locomotive engine playing the leading role it came about this way. Engineer Hugh Copeland, was bringing his locomotive from the shops down for the change as usual on the Yarmouth-Halifax express when he saw a man lying on top of the coal on the tender.

Arriving at the station he told D.A.R. Chief of Police C. "Fritz" Walter. The Chief climbed aboard and the locomotive continued on to the Cornwallis Street crossing. From there rapid transfer of the man charged with being drunk was made to the jail, only 50 feet away. Late tonight, the prisoner does not yet know that he is probably the first person to have been virtually taken to jail in a locomotive engine special. So far he has been unable to give his name or residence.

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# The Railway Herald

THIS department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO** March 12.—John Pearson, C. N. R. brakeman of Truro, who has been employed in Halifax for several weeks, was a recent visitor at his home here.

Garfield Steeves, prominent Truro C. N. R. employee, has been relieving on the Dartmouth branch.

Fred Dickie, well-known and popular C. N. telegraph operator, of Truro, who has been employed with the brokerage firm of Johnston and Ward, Montreal, for several weeks, was a visitor in Truro this week, a guest of his parents, Conductor and Mrs. Byard Dickie.

Earl Grant, C. N. R. employee, Halifax, was a recent visitor at his home in Truro.

## TRURO VISITOR

**THOMAS** Edwards, well-known retired C. N. R. employee, Truro, visited in Halifax one day this week.

Mrs. Atkinson, wife of Joseph Atkinson, C. N. R. trackman, Belmont, was a visitor in the Hub last Saturday. Mrs. Atkinson was confined to her home for two or more weeks, due to illness, and her many friends will be delighted to learn her condition has considerably improved.

Waldo Moir, C. N. R. travelling passenger agent, was in Truro this week on official business. Mr. Moir makes his headquarters in Halifax. The many friends of Mrs. Dickie, wife of Byard Dickie, popular C. N. R. conductor, Truro, will regret to learn she is not enjoying the best of health and sincerely hope for a rapid improvement.

## D. A. R. NOTES

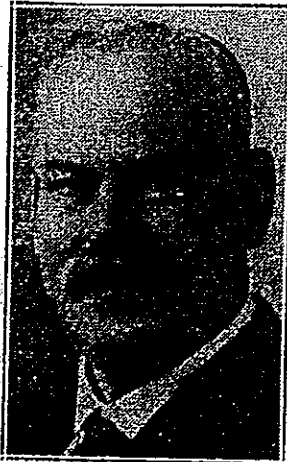
**KENTVILLE**, March 12.—A survey of traffic handled indicates the past week has been a busy one. In addition to regular service, a passenger train was operated from Annapolis Royal to Halifax and returned a silk train from Digby to Halifax and Truro to move accumulating loads for this territory. Trains 99 and 100 are operating with full tonnage handling both import and export traffic. Included in the many different commodities handled this week was twelve car shipment of imported coconuts for Montreal via the Digby-Saint John Bay route. Unfortunately the apple movement is some 1800 carloads less than it was a year ago, while potatoes, largely for export, show an increase of 33 cars. Lumber, pulpwood, fertilizer, automobiles and plaster is moving in increased quantities.

Operating officials were scattered far and wide during the past few days supervising the various special movements. Superintendent Laurie Ellis was in Yarmouth; General Foreman F. W. Young visited Digby and Halifax and Chief Dispatcher F. L.

Corey and Traffic Solicitor E. Wood travelled to Halifax with the hockey trail.

## ENTERS RETIREMENT

**CECIL** Lorne Pentz, one of the most popular and widely known railwaymen in the province, will retire under pension regulations on March 13. Although only credited with service from 1895, he actually began his rail career with the old Intercolonial in 1880, when he was employed on the construction of what today is Mount Uniacke station. From building construction he joined the permanent way department and spent six years doing track work under Roadmasters J. T. Clark of Halifax and William Kelly of Windsor. In 1895 he came to Kent-



C. L. PENTZ

**WELL-KNOWN** D. A. R. employee, Mr. Pentz will retire Monday under pension regulations.

ville and entered the operating department as a brakeman under the late John Carroll, who at that time was trainmaster. During the past 42 years, while he has ably served in the capacities of brakeman, baggagemaster and conductor, he is better known as a baggagemaster, having been employed as such since 1818, following recovery from injuries sustained in a derailment when the Halifax-Yarmouth express, in charge of Conductor William Herbert and the late Engineer James Leitch, left the rails at Hantsport, sending Pentz and T. Harry Taylor, the brakeman (now one of our regular passenger conductors) to the hospital. Mr. Pentz was extracted from beneath a pile of heavy trunks and other baggage with his left leg badly broken in two places. His disability, while confining him to the baggage car for the past 19 years, did not, by any means dampen his spirit, as his usual smile and wave of the hand, are very much in evidence as he daily greets his many friends and fellow-workers along the line. He withdraws from active service on Monday next, having served under three general managers, the late W. R. Campbell, the late Percy Giddins and Vice President and General Manager George E. Graham—the latter for more than 20 years. To him we convey heartiest congratulations on having actually completed more than a half century of efficient service, and I know it is the wish of every officer and employee that he may long be spared to enjoy with his good wife, many years of well-earned rest and happiness.

Train Dispatcher R. B. Winchester is confined to his home with the flu. W. B. Ward is handling the trick during his absence.

## C. P. R. VISITORS

**W. F. Bailey**, district claims agent, and P. G. Dewan, travelling passenger agent, both of the Canadian Pacific Saint John offices, together with W. B. Imrie, recently appointed Freight Claims Agent at Montreal, were visitors to Kentville during the past few days.

Trainman and Mrs. Wilfred Longley are being congratulated on the

birth of a son, born at the Payzant Memorial hospital, Windsor, on March 2.

Mrs. Fred VanBlarcom, wife of pensioned locomotive foreman, Kentville left on Friday en route to Framingham, Mass., where she will spend the next month as guest of her sister, Mrs. Harold Austen.

P. L. Sanford, superintendent of colonization, Roadmaster W. O. Kelly, Conductor Ken McIvor and Agent C. O. Duncan, also others referred to in this column last week, have recovered from an attack of influenza and resumed their respective duties.

Welding Foreman W. J. Dowdell will arrive here Saturday from the Ontario district to supervise rail welding operations which commence next week.

Mrs. Harold Day and young son, Marvin, family of H. M. Day, of the general office, returned to Kentville Tuesday following a week spent at her former home in Lawrencetown.

Bridge and building crews are being lined up ready to commence the usual spring work on bridge, culverts, trestles, etc. Two crews will be out under the foremanship of Herman Dalton and Isaac Thibreau.

George Nixon, sectionman at Kingsport, with Mrs. Nixon and son Emmerson, leaves next week to spend a month with his daughters in the United States. Mr. Nixon is convalescing following a recent operation and has not been able to work since last November.

It is with profound regret we mention the death of Pensioner John Barkhouse of Auburn, who passed away Tuesday. The late member of the maintenance of way staff served his company well for 43 years on the Auburn section and entered retirement on pension in 1928. Our deepest sympathy is extended to the surviving members of his family.

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SILK TRAM.

# The Railway Herald

Department is conducted in the interests of the railway of the Maritime provinces the Halifax Herald's railway correspondent in Truro.

SING the highways to motor trucks may hinder the operation of many provincial transport lines, but while doing so, the action has proved to be a boon for light traffic on the railways. Goods were booming at the Truro depot Friday, all hands were busy and were kept busy handling consignments brought there by trucks who were unable to distribute these shipments throughout the province, due to the Highway Minister's recent announcement forbidding this traffic over a certain limit.

It is understood that some of today's way freights leaving Truro will carry some of the largest consignments seen for sometime. Trucking organizations are maybe taking this pill a hard one to swallow but its quite unlikely the railway employees are kicking about sudden jump in local freight business.

According to motorists reports, main highways are standing the fairly well, but a number of roads are said to be very soupy spots.

Friday, railway union officials were unofficially reported to have named the date for a strike of the 117,000 members in the standard railway labor organizations throughout Canada, as April 12. If the above report turns out to be authentic, the strike, it is said, will cripple passenger movement across Canada for Coronation sailings to Great Britain.

Officers appointed for the proposed Credit Union, among railway men, held another meeting in the local freight office, Thursday evening. Various matters relating to the Union were discussed.

JOHN Pearson, P. Tibbels and Douglas White, C.N.R. brakemen, who have been employed in Halifax during the past few weeks, returned to Truro recently and were placed on the local spare board.

In recognition of 40 years service, Judson Freeman, Halliday, Prince Street east, retired C.N.R. Conductor will receive the Imperial Service Medal, according to official information published in the Canadian Gazette. He is now living in Truro.

when the presentation will take place.

Other provincial residents slated for a similar award, include, Alfred Halliday, car checker, New Glasgow; James Daniel MacDonald, section-man, Woodburn; Stewart Allan Martin, engine-man, Point Tupper; George Albert Morrison, locomotive wiper, Stellarton; John Murphy, carman, Sydney; James Campbell Proffit, freight checker, Pictou; and Henry Sylvan Paul Smith, switchman, Stellarton.

THE following changes are reported to have taken place recently among the personnel of the C. P. R. telegraphs.

O. B. Emery, for the past several years, assistant manager, C. P. R. telegraphs, Montreal, has been sent to Saint John, as Chief Clerk to the Superintendent of Telegraphs, there. It is understood Mr. Emery formerly held this position at Saint John.

L. H. Cullinan, for the past fifteen years, solicitor for C. P. R. telegraphs in Montreal, has been sent to Toronto in a similar position. Mr. Cullinan is a native of Saint John and learned the business there.

R. S. Merrifield, agent C.P.R. Montreal, has been sent to Calgary and is succeeded by G. W. Floumb of Calgary.

It is understood four Stellarton brakemen have been taken on the spare board in Truro, this week, due possibly to so many men being laid off with the flu. The newcomers are—H. L. Grant, J. A. MacDonald, H. MacDonald and R. Drumhan.

DAGE Carline, C.N.R. master mechanic, Moncton, arrived in Truro Thursday evening and remained until Friday afternoon, when he departed with a west bound boat train.

P. G. Dewar, Saint John, C.P.R., travelling passenger agent, was in Truro Wednesday evening, on business relating to his department.

MRS. Cline, wife of William Cline, retired foreman of the C. N. R. store department, New Glasgow, was in Truro Wednesday, enroute to the first named place. While in Truro Mrs. Cline is reported to have become ill and was under the care of Mrs. Caroline MacKinnon, C.N.R. matron, until the departure of her train.

MRS. Lewis, wife of W. Lewis, C.N.R. employee, Truro, is in Truro on business.

stood she would meet and accompany to Truro Mrs. Laura Kemp, Grand President of the Ladies Auxiliary of the C. B. of R. E., Toronto, Ont., who will address members of that organization in Truro, Monday evening.

## D.A.R. NOTES

KENTVILLE, March 21 — The writer was privileged to view a very fine collection of rare old railway photographs a few days ago, the property of the Conductor Stanley Burrill. The pictures, 13 in number, formerly belonged to his father, the late Harry Burrill, who was a conductor on the Western Counties Railway. Included in the group are photos of the well-known "Herbert brothers" head-on collision at Mount Denson; the Wisconsin bridge snow-plow accident which cost the life of Obed Pudsey and Frank Smith, an early picture of Digby pier and other scenes along the coast.

mouth and Yarmouth stations, etc. Prominently identified were the familiar figures of Joe Edwards, Harry Burrill, James Simmons and A. A. Palmer, all of whom, with the exception of the last mentioned, are deceased.

Another 12-carload shipment of imported coconuts moved over the line from Halifax to Digby last week consigned to the Montreal market.

The fertilizer movement from Windsor is assuming larger proportions and will be well under way within the next 10 days.

F. C. J. Comeau, retired freight and passenger agent, Halifax, was in Kentville attending a meeting of Dominion Atlantic officers. He is looking quite hale and hearty.

We are glad to report Mr. John Bishop, wife of Earl Bishop, Kentville, is making a visit to the coast, ending at a

operation at the Eastern Kings Memorial hospital, Wolfville.

## TO BE REPRESENTED

THE Dominion Atlantic will be represented in a model railroad now under construction in New Jersey, according to a request received here for a specimen D.A.R. crest for stenciling cars. The owner of the miniature line advises the stenciling work will comprise the names of types of equipment as used by Canadian and American lines.

M. H. Barnes of the Canadian Pacific communications office Digby, has been relieving at Wolfville for the past few days.

J. J. Hopkins, relief agent at Auburn, spent the past week at his home in Beaver Bank owing to the illness of his mother, John Hopkins, wife of Charles of the

last named place.

recent visitor to Kentville enroute to Halifax on his regular periodic visit to the capital.

L. E. Peever of the C. P. tie and timber department, Montreal, was a visitor to the general office a few days ago. Mr. Peever supervises the treatment and delivery of Dominion Atlantic track tie requirements.

Boilemaker and Mrs. George Ducl leave this week to spend Easter with their daughter in Montreal.

Two carloads of western Canadian horses were unloaded in Kentville last week, one car at Grand Pre from Saskatchewan and one at Kentville from Calgary.

A valuable addition was made to the Grand Pre museum collection in the form of 12 unique and very beautiful hand-colored engravings of Evangeline and other life in the maritimes.

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# The Railway Herald

THIS department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO, April 16.**—Due to the disposition of C.N.R. conductor George Hunter, George Shea has been occupying the position as conductor on the gasoline unit car between Oxford Junction and Truro. Mr. Shea's transfer has placed John Maxwell as foreman of the shunting crew in "C" yard.

Friends throughout the Maritimes will be delighted to learn that Arthur Tarrice, genial C.N.R. police officer, Truro, who was suddenly taken ill a week or so ago, has returned to duty at the local station. Mr. Tarrice's absence was greatly regretted by his many acquaintances, who will be glad to know his condition has improved sufficiently to permit his return to work.

Mrs. MacDonald, wife of A. J. MacDonald, retired C.N.R. conductor and Mrs. Doyle, Brunswick Street, widow of Conductor Rupert Doyle, returned last week from a trip to the Pacific coast.

Page Carlyle, master mechanic, Moncton, was a business visitor in Truro recently.

## IN TRURO

W. Mont C.N.R. passenger agent and one of the system's most capable and popular officials, was in Truro during the latter part of the week on business relating to his department.

J. S. Harvie, Kentville C.P.R. auditor, was a recent business visitor in Truro.

Wilson MacKay, C.N.R. employee, Halifax, visited at his home in Truro during the past week-end.

William Revson, C.P.R. telegraph man, was in Truro Monday evening on business in connection with his department.

L. R. Robinson, divisional engineer, C.N.R., Halifax, was in Truro Monday on official business.

Mrs. A. Currie and family wish to thank the train crew on the "short line" between Tatamagouche and Oxford Junction for their kindness and consideration shown on the morning of April 5.

## D. A. R. NOTES

**KENTVILLE, April 16.**—Mrs. F. R. Henshaw, Halifax daughter of Mr. and Mrs. George E. Graham, sailed on the C.P.S.S. Duchess of Bedford Saturday last for England, where she will remain until after the coronation.

Superintendent Louis Ellis left for Halifax en route to Summerside

on a short business trip. Oscar "Bunny" Lewis, janitor at Annapolis Royal, has been off duty for the past month. Following an attack of influenza, he was stricken with appendix trouble, necessitating an operation, from which he is making a slow but satisfactory recovery.

A stick of Oregon Pine measuring 75 feet in length and requiring two flat cars to handle, passed through Kentville a few days ago on its way to Yarmouth, where it is being manufactured into a new forecastle for the motor vessel Knapaw, now being thoroughly reconditioned preparatory to resumption of the Minas Basin service on Mac 1.

Travelling Freight Agent J. B. Horner, Halifax, was in town Monday en route to make his periodical visit to Yarmouth.

While amazing, it is nevertheless true railways buy more than 70,000 individual commodities, ranging from pins and needles to locomotives, rails and bridges.

## DEATH MOURNED

THIS week we mourn the death of Pensioner G. Addy Nichols, who passed away at his home here on Sunday, only seven days before his 64th birthday. His death removed from our midst one of the best known and most popular railway men in the province, having completed 46 years of outstanding service. He has been in ill health since his retirement in 1923. To the surviving members of his family we extend sincere sympathy.

Roadmaster W. O. Kelly, Annapolis Royal, escaped serious injury on Thursday last, when the track under he was operating, suddenly left the rails just east of Digby, throwing him headlong into the centre of the track. Fortunately the car was travelling at a slow rate of speed at the time of the accident, which

attributed to a stone having been placed on the rail. His injuries consisted of a strained muscle and badly bruised right leg.

## SOUTH SHORE NOTES

**BRIDGEWATER, April 16.**—Sectionman Alvin Hatt, of Bridgewater, has severed his connection with the railway, taking effect on the 10th, he having reached the age of retirement.

A small gang of men is engaged this week installing a rail crossing at Mileage 82, just outside Bridgewater, a highway diversion having made necessary the abandonment of the old crossing.

Mrs. Elmer Hiltz, wife of the agent at Medway, is visiting friends in Boston and other United States points.

Owen Haines, laid off employee of the mechanical department at Bridgewater, is working at Truro in the same department.

Trainman Ellison Grimm was taken to Dawson Memorial Hospital, Monday, to undergo an operation following an injury received while on duty.

Sectionman Joseph Crouse, who was temporarily employed at Armadale, has returned home and is now employed on the Caledonia, S.D.

An extra gang of 25 men under Foreman Stephen Carver, is laying rail and installing ties in Sable River ballast pit preparatory to the start of ballast operations.

## AT SABLE RIVER

**JAMES McKay**, of the engineering staff at Halifax, was in Sable River this week in connection with the opening up of the pit for ballast operations.

Sectionman Clarence Acker of Shelburne has resumed duty after several weeks' absence due to illness. He was relieved by spare man Laar Acker.

Walter Sorelle, of the Bridgewater bridge and building staff, was in Yarmouth this week on business for his department.

Mrs. Percy Mossman, wife of sectionman at Pinchurst, was a recent visitor in Bridgewater.

Halifax Herald

April 17 1937

# The Railway Herald

**THIS** department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO**, April 29—A car streamlined perfectly for a speed of 30 miles an hour is not streamlined perfectly for a speed of 60 miles an hour.

Harvey Black, general air brake inspector of the C. N. R., was a business visitor in Truro last week. Charles Johnson, Moncton, C. N. R. track master, Truro to Sackville, was in Truro last week on business pertaining to his department.

Hedley Gunn, C. N. R. official, Moncton, was a visitor in Truro during the past week-end.

H. V. Musgrave, C. N. R. superintendent, Moncton, was in Truro Saturday evening en route to Halifax, returning to his headquarters the following Monday. While in the Hub he conferred with local officials.

Mrs. J. Gordon Valley, was a visitor in Truro during the past week-end.

Miss Rita MacKenna, daughter of C. N. R. Conductor Stillman MacKenna, Truro, left Monday for New York, where she will spend several weeks with her sister.

Roy Robertson, C. N. R. telegraph operator, visited in Truro, his home town, during the week-end.

## SOUTH SHORE NOTES

**MAHONE BAY**, April 29—Section foreman William Rhodenizer of Chester, who is local chairman for the Brotherhood of Maintenance of Way Employees, was in Halifax on Saturday on business for the organization.

Locomotive engineer Lloyd McGrath is running the second shift on the ballast train at Lockeport and vicinity.

Allan Woodworth of Elmsdale is running the extra gang motor car at Sable River during ballast operations.

Harold McGuire, for the past several years employed at Bridgewater as shedman, has been appointed operator at Oxford Junction. He is taking his annual vacation before taking over his new duties and accompanied by Mrs. McGuire left on Tuesday for Boston.

John Kelly of Truro, retired locomotive engineer, was a recent visitor in Bridgewater the guest of his daughter, Mrs. W. B. Carroll.

Sectionman Prescott Swinimer of Western Shore is working at Port Mouton in place of Alvin Hatt, recently retired.

## INSPECTION TRIP

**W. E. ROBINSON** of Halifax, superintendent of the Halifax division, made an inspection trip over the Chester and Middleton

subdivisions as far as Bridgetown Wednesday. He was accompanied from Bridgewater by Division Engineer L. H. Robinson and Roadmaster J. E. Kelly.

Roadmaster S. J. Cook is in Sable River this week supervising the distribution of ballast.

Sectionman Kenneth Ernst of Bridgewater yard, who has been off duty for some time due to illness, is still unable to resume duty.

Spare operator Ned Barter, who has been acting at Sable River ballast pit, has been transferred to Chester Basin temporarily and took over his new duties Wednesday. Spare operator Arthur Wathen of Yarmouth has taken the position at Sable River.

Mrs. W. B. Carroll, wife of track clerk at Bridgewater, spent the week-end in Halifax with friends.

The fire patrol on the west end of the division went on duty on April 27. Crews were selected as follows: Patrolman Ellis Manthorne and assistant Albert Hirtle, Yarmouth to Barrington; Patrolman Leslie Nickerson and assistant Avery VanNorden, Barrington to Sable River; and Patrolman Roland Giffin, with assistant George Feener, Sable River to Medway.

## CREWS ASSIGNED

**THE** Spring change of time resulted in crews at Bridgewater being assigned as follows:

**Trains 85 and 86**—Bridgewater to Yarmouth, Conductor A. C. Allen, trainman J. L. Rhodenizer and baggageman E. S. Wamboldt; Bridgewater to Yarmouth, Conductor Frank Walsh, trainman H. E. Power and baggageman F. Corning; Halifax and Bridgewater, Conductor E. Keddy, trainman P. Kaiser and baggageman M. C. Mailman.

**Trains 283 and 284**—Halifax and Bridgewater, Conductor P. S. Moreash, trainman W. A. Bell and baggageman George VanNorden.

**Relief crew, trains 85, 86, 283 and 284**—Conductor E. Lennox, trainman E. Doucette, baggageman L. Woodworth.

**Trains 253 and 254**—Middleton to Bridgewater, Conductor W. F. Simmons, trainman M. Feindel, baggageman H. A. Bustin.

**Trains 257 and 258**—Caledonia and Lunenburg, Conductor William Robinson, trainman A. J. Boylan, baggageman C. A. Baker.

**Way Freight 571 and 572**—Bridgewater and Halifax, Conductor E. L. Corkum, trainmen B. S. Knox and C. Thompson.

**Way Freight 573 and 574**—Bridgewater and Shelburne, Conductor R. C. Roop, trainmen L. C. Fox, and C. Wentzell.

**Way Freight 575 and 576**—Shelburne and Yarmouth, Conductor O. L. Allen, trainmen J. A. Hatfield, F. Bowers.

**Train 382**—Mahone Bay and Lunenburg, Conductor J. Chipman.

Halifax Herald

April 30, 1937

# The Railway Herald

THIS department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

TRURO, May 3 — United States railroads are trying out three types of pneumatic tires on their roads.

William Marr, local C.N.R. yardman who has been absent from duty for several days, returned to work Wednesday morning, much to the delight of his fellow workers.

Lloyd Langille, son of C. N. R. engineer and Mrs. Paul Langille, Lunenburg, left Monday for England. He has been selected as one of those to represent the high school students of Nova Scotia at the coronation of King George VI.

Murray Davis, Colchester's representative to the coronation, was given a suitable send-off Tuesday afternoon, particularly by the young fellow who insisted on swallowing the trombone. Passengers at the local station were given a few anxious moments while the wild-eyed school students stampeded back and forth. Fortunately no one was trampled underfoot.

## TO GET WORK?

CONSIDERING the amount of paving to be done by the town this summer, local unemployed are anticipating a busy season. It looks as though another year will slip by without the much desired pavement being laid on the western section of the Esplanade.

We notice Robert Murray, genial local milk man who supplied all incoming C.N.R. passenger trains, is sporting a new set of covercups. Bob's a genial fellow, well liked by the train crews.

Now that the highways have been thrown open to all classes of motor vehicles, traffic activities at the local freight shed have diminished slightly. The sudden increase in this line of business recorded simultaneously with the closing of main roads must be a good example of the amount of freight transport companies are taking from the railway. Several more new trucks were unloaded in Truro recently, probably to be utilized in competition with the railway.

Wonder what monetary benefit was derived by the railroad during the past four or five months with respect to the mild winter. It was only necessary to enlist snow shovellers on one or two occasions and we can't remember when a plow was ordered out. The answer will probably be nil — we had to keep men employed polishing shovels and plows which were becoming rusty from lack of work.

## D. A. B. NOTES

KENTVILLE, April 30 — J. E. Rutter, accompanied by Mrs. Rutter, daughter Beth and son Robert, arrived in Kentville from Montreal Tuesday to establish residence here. Mr. Rutter has been transferred to Kentville to take over the position of chief clerk in the district accountant's office and to himself and family we extend a hearty welcome.

Mrs. Mahoney, wife of locomotive Engineer William Mahoney, left en route to Boston to attend the funeral of her brother.

Since the change of time on Monday last the exchange of mails as between trains 95 and 98 is being made at Lawrencetown and Bridgetown, instead of Paradise and Annapolis Royal.

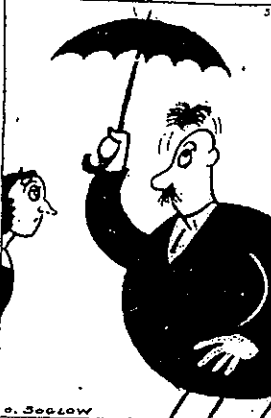
Trainman Wilfred Holmes has moved his family to Waterville, where they will reside.

A. E. Minnis, assistant engineer from the Canadian Pacific mechanical section, arrived Kentville Monday on departmental business.

Harold Day of the general office is on a short vacation. Accompanied by Mrs. Day and son, Marvin, he

I Always Say:—

(Sez Gracie Allen)



THAT hallucinations are silly! Ever since we slipped some Mexican jumping beans under daddy's toupee, he's been carrying an umbrella on account of he thinks it's raining.

Gracie Allen

visited Lawrencetown and Halifax this week.

## ABANDON LINES

STATISTICS reveal railroads in the United States abandoned 1,523 miles of track last year. Abandonments reported throughout Canada were 55 miles in 1934, 126 miles during 1935 and 399 miles in 1936.

Engineer W. L. Banks, who has been handling the day hauling job in Kentville yard for some months past, is now firing with Engineer Charles Barnaby on the Kingsport local.

C. Tupper Leaty, retired section foreman, Kentville, has returned from a visit to relatives in Clarksville, Hants county.

Train Dispatcher M. L. DeLong leaves next week on his annual vacation. Max informs us the major portion of his time will be spent near the streams angling for speckled beauties. Relief Agent W. B. Ward will take over the trick during his absence.

News reached the writer this week that Sam Cohen, well-known member of the local accounting office, who was transferred to Montreal, last July, is to be transferred to the St. John staff on May 1.

The seasonal movement of fertilizer is now well under way and during the past week 125 carloads were billed out by the Windsor agency, largely to New Brunswick and Maine destinations, via Digby and Saint John.

## FROM KINGSFORT

THE genial J. G. Glover, agent at Kingsport, was a visitor to town Monday.

C. M. Baillie, secretary to the V. P. and G. M., is on a week's vacation. He motored to Halifax Monday.

We are pleased to learn B. & B. Foreman E. C. Gaudet, who was seriously injured October 26, will resume duty May 1.

J. E. Jodry, formerly agent at Bear River, was a visitor to Kentville Tuesday.

Mrs. George E. Graham, wife of the vice-president and general manager, is able to be out again following an attack of influenza.

Messrs. Blackburn and Nugent of the Canadian Pacific auditing department, Montreal, spent a few

days in Kentville this week on official business.

The April issue of the "Locomotive Engineers' Journal" published in Cleveland, Ohio, contains three interesting items from the pen of Engineer C. H. Barnaby, supported by photographs, in connection with the recent retirements of Engineers William Young, Charles Stockall and A. A. Palmeter.

## LEAVES SHORTLY

M. J. MEADE, travelling accountant from Montreal, who has been assisting in the district office here, for the past few months, was in Halifax Saturday. He leaves shortly to return to headquarters.

Mrs. M. K. McQuarrie, wife of District Engineer M. K. McQuarrie, left a few days ago to spend some time in Goderich, Ont.

Nine carloads of machinery passed through Kentville this week to be set up at Clementsport and Hectanooga in connection with highway hard-surfacing contracts in the western section of the province.

The following are the conductors assigned to regular services, since the change of time on April 25:

Trains 95-100 — William Lightle, Kenneth McIvor, Gordon Arnold, William Hopkins.

95-98 East—Hugh Taylor.  
96-97—T. Harry Taylor.  
95 West—Raymond Crosby.  
98 West—Vaughn Young.  
C. V. Branch—Stanley Burrill.  
92-94—William Quigley.  
93-94—Harry Haystead.  
9-10—Arthur Hayes.  
1-2—James MacKenzie.  
Extras—M. D. Woodman.

Freight traffic has shown steady increase during the past two weeks, with all trains hauling capacity tonnage.

Halifax

MAY 3, 1937

# Train In Collision

## Two Are Injured, One In Serious Condition

MIDDLETON, April 29—Clarence Patterson, 35, farmer of Millville, and his companion, James K. Lamb, 30, of Auburn, crashed the large coupe in which they were driving into the rear of the tender to engine No. 45 of the eastbound Yarmouth-Halifax express this afternoon at the station crossing at Auburn.

The car, an old model, was thrown completely around and landed on its side against a telephone pole 20 feet distant, snapping off the pole by the impact.

### WAS UNCONSCIOUS

THE occupants were quickly removed from the badly wrecked car with Lamb in an unconscious condition. Patterson was bleeding from a scalp wound but was conscious. Both were placed on stretchers and conveyed by train to Western Kings Memorial hospital at Berwick. Hospital authorities were not able to learn the full extent of the injuries, due to the shocked condition of the victims. However, Miss Foster, the superintendent, stated Lamb, who regained consciousness after admittance to hospital, complained of a badly injured arm, although no bones appeared broken. His condition late tonight was reported as fair.

### SAW CRASH

X-RAYS will be taken tomorrow to determine if there are internal injuries. B. P. Bowlby, of Auburn, was looking from the window of his dwelling adjacent to the station and was an eye-witness of the crash. He stated the car was travelling about 15 miles per hour and the driver, Patterson, either did not see the approaching locomotive or was unable to stop his car. Patterson is a son of Frank Patterson, of Millville, his mother having died a few months ago. He is married and has two children. Lamb is married with two children. A native of England, Lamb moved to Auburn about five years ago from the Canadian west.

ENGINE 45

April 30, 1937

# The Railway Herald

**THIS** department is conducted in the interests of the railway men of the Maritime provinces by The Halifax Herald's railway correspondent in Truro.

**TRURO, July 22**—During a railway strike in the United States quite a few years ago strikers amused themselves by overturning box cars with their shoulders. To most people that doesn't seem possible, but it is said 10 or 12 shoulders could do it by rocking the car several times and then giving one big heave.

A terrific shock from an old style car is credited with returning a New Brunswick man's voice after a loss of speech for several years. The man lost his voice, it is said, as a result of being choked during a fight and was unable to speak for quite a few years. One morning, however, while fooling around his old car he received a shock that had a kick like a mule and a few minutes later, when his wife passed him a cup of tea at the breakfast table, he nonchalantly inquired if it was hot and the woman, so frightened at hearing his voice again, dropped the cup and saucer and was on the verge of fainting.

The old car evidently made a good job of curing its patient, for according to friends the man still has complete control of his vocal organs.

Mrs. Charles Pearson and daughter Miss Florence, Truro, motored to Kingston Saturday, where they visited friends.

Miss Gladys Ward of the C. N. Telegraph staff, Truro, began her annual holidays Monday. During her absence her position is being occupied by "Bud" Clish, popular C. N. T. messenger, who in turn is being relieved by Chester Rutherford, son of Hollis Rutherford, C. N. R. machinist, Truro.

## FROM HILDEN

**GEORGE** Holt, C. N. R. station agent of Union, was a visitor in Truro during the past week end.

T. A. Costello, C. N. T. plant supervisor of Moncton, was a business visitor in Truro during the past week end.

Stanley Pearson, son of Daniel Pearson, C. N. R. trainman, Truro, left last week end for Newfoundland, where he will spend several weeks visiting his grandfather, Harry Harvie.

C. N. R. Police Officer Archie Tattic of Truro, who has been enjoying his annual vacation, returned to duty this week.

Mrs. J. J. Mowatt and Miss Ruth Mulligan, R. N. of the Colchester County Hospital staff, Truro, left last week for Cape Breton, where they plan to spend the next two weeks visiting various famous beauty spots.

## D. A. R. NOTES

**KENTVILLE, July 22**—Conductor Raymond Crosby, Trainman Clarence Potter, Engineer Harry Walsh and Fireman C. Marshall constituted the crew which handled the presidential train over the line on the occasion of the recent visit of Sir Edward Beatty and party. Superintendent Laurie Ellis, together with Roadmasters J. A. Hebert and W. O. Kelly, accompanied the train over their respective divisions.

W. F. Bailey, district claims agent, C.P.R., Saint John, arrived here yesterday on departmental business.

Thomas Gasper of the C. P. Express staff at McAdam arrived this week to take charge of the local agency, relieving his brother, W. J. Gasper, who left Monday on a short visit to his former home in Truro.

Grant Murphy, Earl Reid and Alice Shea, former members of the Dominion Atlantic staff transferred to Montreal last year, arrived this week to spend their vacation in Kentville and vicinity.

Label Wamboldt of the general office was a visitor in Halifax Monday.

Having had in an assignment at

Digby. Fireman Glen Conrad and Mrs. Conrad leave shortly to establish residence in that town.

## DUST NUISANCE

**FOR** many years railways have been experimenting with various kinds of equipment and chemicals in an effort to reduce the dust which results from trains operating over newly ballasted areas and while the problem has not been entirely solved considerable progress has been made, especially through the Land of Evangeline. Last season a series of tests were made by the Dominion Atlantic, using a locomotive water sprinkling device, which proved so satisfactory they are now operating six passenger locomotives equipped and using the system. It has been demonstrated that regular use of the sprinkler practically eliminates the dust nuisance, adding materially to the comfort of the travelling public.

Mrs. Harvie, wife of Trainman Simon Harvie, accompanied by the Misses Mildred and Myra McIvor, daughters of Pensioner Dan McIvor, and Jean Ramey, left on Monday to spend a week at Stillwater Lake.

W. V. Jones, agent at Bridgetown, is enjoying a well earned vacation, part of which is being spent at his cottage in Clementsport.

Locomotive Engineer William Hiltz and Mrs. Hiltz leave shortly on a brief visit to Bridgewater.

Lewis Butt, freight rate clerk in the Barrington Street office, Halifax, left today to spend his vacation in Sydney and Saint John.

H. C. Beels, popular agent at Berwick, accompanied by his daughter, Mildred, left this week, vacationing at Point Tupper.

## NEW NAME

**ENGINE** 2552 recently acquired from the C. P. R. for use on this line, has been shopped for repainting and when the unit is restored to service at the end of the present month in addition to her new dress she will bear a name familiar to our many readers, that of "Haliburton" after Thomas Chandler Haliburton, a native son of Nova Scotia, born in Windsor, Hants County, in 1786.

Chester Baillie of the general office staff, accompanied by Mrs. Baillie and daughter, Gladys, left this week on vacation, part of which will be spent on a motor tour of various sections of the Province.

Revenue carloadings have shown encouraging increases during the past two weeks.

Since 1923 the railroads have reduced their accident fatality rate by approximately 25 per cent, according to the annual bulletin "Accident Facts", issued by the National Safety Council.

Chief Engineer Noell, of the Board of Railway Commissioners for Canada, was in the territory this week inspecting the recently installed wig wag installations at Weymouth, Mount Denson and Falmouth crossings.

2552.

Halifax Herald

July 23 1937

# THE RAILWAY HERALD

This department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

TRURO, March 21.—From Mulgrave comes word that the C. N. R. has been flourishing there this Winter. The movement of freight to and from the island of Cape Breton reached such a point that a third shift was installed on the Scotia and also in the railway yard to cope with the rush. D. Anderson was appointed foreman of the extra yard shift and he is rated as a very efficient man. Last week there was an all-time record set for the movement of trains out of that town from 4 a.m. to 7 a.m., when five trains were made up and dispatched west within that three hours. This was due, according to our information, to the expert management of Operator L. Keating and yard foreman Mark MacDonald. Mulgrave, which is one of the important points of the C. N. R. in Nova Scotia, has a population of approximately 1,000. There are 15 stores doing business there and they are patronized to a large extent by the C. N. R. employees.

C. N. R. Conductor Martin and Mrs. Langille and their daughter, Mrs. Donald Arnold, have just returned from Ware, Mass., where they attended the funeral of their son, Alex, who died from injuries sustained while working at White Plains, N. Y., March 10. The deceased was extremely wellknown in this locality and his tragic death was a great shock to his many friends and relatives. Mr. Langille's death was due to abdominal injuries received while working on a shaft in connection with a waterworks project for the City of New York. A foreman in the employ of the Dravo Construction Company, Mr. Langille was in charge of a number of men sinking a shaft and it is understood that during operations a falling cement bucket struck him a glancing blow to which he succumbed two hours later. A native of Truro, the deceased left for the New England States 11 years ago, where he has been employed with numerous firms. He had been associated with the aforementioned construction company for the past two years and with the completion of his last project, which would have required only a few more days, he was to be elevated to the position of superintendent.

P. L. Costello, of Moncton, who is an installation expert with the C. N. T., has completed the pairing of wires in the local C. N. T. office in preparation for the extension of the company's carrier system to Halifax. He left for the City last week, where he will install a new power plant in the C. N. T. department, which will also be utilized by the extended system.

We are very sorry to report Joe Pearson, that popular member of the

Truro C. N. R. yard office staff, has again been forced to relinquish his duties because of illness. His health apparently has not been satisfactory of late and it is the sincere wish of his many friends in Truro that it will improve within the very near future.

3/22/38  
D. A. R. Notes

KENTVILLE, March 21. — Last year, as an experiment, the D. A. R. painted a number of their wig wag signals and standard crossing signs a black and yellow combination and now, following a series of tests, it has been determined by reliable authorities that black and yellow ranks first of all color schemes, in the order of visibility. Recent press reports also tell us the same combination has been adopted by ten States in the U. S. A., and a number of Canadian provinces, as well, for 1938 automobile registration plates. It is understood the Dominion Atlantic will also paint their track motors a black and yellow and later on adopt the scheme as a standard for all railway crossing signs.

We regret exceedingly to learn that W. S. Abbott, well known agent at Kingston station, has been forced through ill health to apply for leave of absence. Relief Agent J. J. Hopkins is in charge of the agency.

Clarence Haystead of the engineering staff is acting roadmaster of the Western Division, relieving W. O. Kelly, who is in Chicago attending the annual Railway Appliances Exhibition.

W. B. Ward, agent at Windsor, came to Kentville last week, to take over the night trick position in the dispatching office for the next two weeks, succeeding M. L. DeLong, who has been assigned to special duty.

R. W. Newcombe, night operator, Windsor, accompanied by Mrs. Newcombe, returned home Monday, following a vacation spent in New York, New Jersey and other United States cities.

A number of service cars are being reconditioned and outfitted preparatory to commencing rail welding operations and other early spring work.

Heavy egg shipments have been going forward by express from Port Williams for sometime past and recently the writer observed 45 cases being loaded into cars for export to Bermuda, in addition to 73 cases for the Halifax market, shipped by the well known firm of Cyrus and Manning-Elles.

Trainman John Lightle has been off duty for the past week suffering from an infection following the removal of a cinder from his right eye.

L. B. Dodge of the local freight office was in Round Hill recently.

A letter received from Pensioner Charles Stockall, who with Mrs. Stockall is wintering in La Jolla,

California, briefly tells us all is not well and intimates he would be much more settled were he back in Nova Scotia today. He could not say when he would leave for his native Province as all modes of transportation, save that of the air, were temporarily suspended on account of flood conditions.

J. A. Stinson, claims agent, C. P. R., Toronto, arrived in Kentville last week and following a brief stay here proceeded to Halifax on departmental business.

Halifax Herald

MARCH 22, 1938



# THE RAILWAY HERALD

This department is conducted in the interests of the railway men of the Maritime Provinces by The Halifax Herald's railway correspondent in Truro.

1938 D. A. R. NOTES 416

**KENTVILLE, April** — J. J. O'Grady, General Chairman, and W. Jewkes, Secretary-Treasurer, of the Brotherhood of Maintenance of Way Employees, C. P. R., Ottawa, were in the Valley last week on official business. They spent the week-end at Kentville.

George E. Graham, Vice-President and General Manager, as a Vice-President of the Canadian Chamber of Commerce addressed the opening meeting and banquet of the Saint John Junior Board of Trade in Saint John on Tuesday.

C. M. Baillie, Secretary to the V. P. and G. M., left Monday for his home in New Glasgow, where he will remain for the next month on sick leave.

Mrs. Maurice Williams, wife of the late Conductor Williams, was in Kentville last week returning from Ottawa, where she spent the past Winter with her daughter, Muriel. She left to spend some time with friends in Windsor.

Locomotive Engineer W. B. Hartlen, who suffered a serious leg injury Jan. 13 and was expected to resume duty some weeks ago, may not return to the "cab", according to latest reports. It is rumored he will shortly make application for retirement, under pension regulations, on account of a permanent disability attributed to the accident.

Engine No. 1018, one of D-10 class locomotives recently transferred to

the D.A.R. from Montreal, was released from the L. A. shop a few days ago, dressed in the popular red and black combination, the color scheme which proved very popular with visiting Americans the past few years.

Mrs. M. L. Roop, wife of the late Engineer Major Roop, was called to Springfield last week on account of the death of the brother of her late husband. Her daughter, Inez, and son, Leslie, also made the trip.

## Traffic Heavy

Freight traffic for handling via the steamer Princess Helene and Bay route between Nova Scotia and New Brunswick has been exceptionally heavy during the past two weeks. On Sunday last a special sailing was made to reduce the accumulation at Digby. The Helene will be out of service between April 4 and 16 while in drydock undergoing annual inspection and overhaul at Saint John. The Grand Manan II has been chartered as a substitute.

The interior of the Wolfville station and waiting room has been thoroughly renovated and refinished and presents a much improved appearance.

C. A. Bain, for many years assistant agent at Yarmouth and who acted in the capacity of special passenger agent at that point during the summer, has been assigned to relief duty. He has been relieving Night Operator W. A. Bailey at Annapolis Royal while absent due to illness.

Tupperville station, heretofore in charge of a full-time agent, will be reduced to a caretaker agency, effective April 1 to Sept. 30 of each year. The sale of tickets and handling of express traffic will be continued as usual. J. MacKay Tait, a local resident, will be in charge of the station. A change is also to be made at Wilmot, but instead of placing the station on a caretaker basis it has been decided to remove the telegraph key, reducing the status to that of a non-telegraph agency. Business will be conducted as usual with the station remaining open to render the best possible service to the community.

Advance schedules of the Eastern Steamship Lines show a Sunday arrival at Yarmouth, and sailing to Boston, during the coming Summer and it is understood Sunday train service will be operated between Halifax and Yarmouth, in both directions, to connect with the steamers.

## Confer in Saint John

A delegation of Dominion Atlantic officers and employees was in Saint John last week, where they attended a conference on railway matters with C.P.R. representatives on board the C.P.S.S. Duchess of Bedford at West Saint John. Those making the trip included George E. Graham, V. P. and G. M., Laurie Ellis, Superintendent, M. K. McQuarrie, Engineer, A. S. Bain, Storekeeper, George Bishop, Chief Clerk, C. M. Baillie, Secretary to V. P. and G. M., Ernest Wood, Travelling Freight Agent, Raymond Crosby, Vaughn Young, conductors, and Clarence Haystead, Road Clerk, all of Kentville. From outside points were A. T. Smith, G. F. and P. A. J. B. Horner, T. F. and P. A., and G. D. Gabriel, General Agent, of Halifax; C. G. C. Coombs, Agent, Wolfville; M. L. O'Byrne, Agent, Waterville; and K. L. Porter, Agent, Digby.

Station letter boxes at the larger stations along the line are receiving their annual coat of paint.

It is understood an extra gang is being dispatched next week to commence construction of a 1000-foot extension to present siding facilities at Kingston, where the Halifax-Yarmouth fast freights meet.

F. J. Teague, C.P.R., Travelling Accountant, Montreal, has been in Kentville for the past week on departmental business.

Section Foremen Arthur King and William Berry have been assigned to extra gang work for the Summer and will leave next week to take up their new duties.

DAR 1018  
Painted Red

April 6  
1938

## Horried Father Sees Son Struck By Express



Above is the wrecked truck from which Andrew Forsythe, of Port Williams (inset at right) was extracted alive but seriously injured when the machine was struck by an east-bound freight at a grade crossing near Port Williams station yesterday. Lovitt Forsythe (left inset) father of the victim, was an eye-witness and first to reach the wrecked machine. 1938

KENTVILLE, April 29 — Miraculously escaping instant death this morning when he drove his truck upon a level crossing in front of the speeding locomotive of the Kentville-Halifax D.A.R. Express, 28-year-old Andrew Forsythe, of Port Williams, was in Wolfville Hospital tonight, where efforts are being made to save his life. Full extent of his injuries are not yet known.

### Shorn of Wheels

With the front wheels cut off, the truck cab—with Forsythe inside—was swept along the rails in front of the locomotive for some 25 yards. Then, as the engine passed two box cars parked on a siding, the cab became crushed between the engine and the cars and in that position was dragged along the length of the two cars to the station platform.

With the cab folded up into a tangled mass it did not seem to the horrified people, including his father, as if there was a hope in the world that Forsythe could still be living.

But looking through the door windows of glass which miraculously was not broken, the body of the young man jammed in the cab corner could be seen faintly stirring.

Ripping some of the tangled frame away from the front of the cab, Forsythe was extricated unconscious from the wreckage.

Before Dr. M. R. Elliott of Wolfville arrived he recovered consciousness, but was in a stunned condition. Bleeding from a cut in the head, he was rushed to Wolfville hospital where examination disclosed his only injury apparently being a dislocated shoulder. He was, however, suffering greatly from shock and internal injuries were feared.

Suffering intense pain, particularly to his back which is quite badly lacerated, and his shoulder, Forsythe still is being given hypodermics.

—Please Turn to Page 2, No. 2—

April 29  
1938

# Manoeuvres

## THE RAILWAY HERALD

Kentville D.A.R. Notes

KENTVILLE, August 7 — That a train dispatcher never tires of handling "train orders" is indicated by a letter received this week by a local employee from C. D. Clements, a first trick dispatcher on the Chicago, Burlington and Quincy Railroad at Wymore, Nebraska, whose hobby is collecting orders issued by other lines. He has followed the hobby for 25 years and in that time has built up a collection of 1150 different orders representative of railroads the world over. Incidentally he is now in possession of old D.A.R. orders, which completes his collection from all large and small Canadian lines. As a reward for his many years of spare time effort he hopes some day to place his order albums on exhibition at the World's Fair.

The 1928 apple shipping season officially opened Tuesday when a consignment of two barrels of the Crimson Beauty variety went forward by freight from Waterville station to Truro, shipped by I. M. Lyons.

George E. Graham, vice-president and general manager, returned home following a brief business trip to Boston.

W. O. Kelly, Western Division roadmaster, with Mrs. Kelly, daughter Kairen and son William, left to spend a vacation at their former home in Sault Ste. Marie, Ont. C. E. Haystead will have charge of the division during his absence.

Katherine Lightle, secretary to the superintendent, left on her annual vacation. Following a motor drive to Cape Breton, she will visit friends and relatives in New York and Washington.

Machinist Anson Fielding and daughter Luanae are visiting relatives in Lynn, Mass.

Austin Foley of the local freight office staff has been assigned to relief duty and leaves shortly to take over the agency at Kennetcook, relieving H. E. Hoyt, the regular agent, while on vacation.

Trainman William Foster is a patient at the Eastern Kings Memorial Hospital, Wolfville, where he underwent an appendix operation. Reports say he is making a speedy recovery.

Arch McInnes, of the car department's staff, is also a patient in the Wolfville hospital, as the result of a painful accident.

It is understood passenger travel between Boston and Nova Scotia, via the Yarmouth gateway, during July, was not up to expectations, probably due to the inclement weather which prevailed both in the New England States and Nova Scotia. August, however, promises well, as reservations are said to be heavy for the entire month. Getting away to a busy start, the steamers which arrived in Yarmouth, Tuesday and Wednesday, carried 567 passengers and 81 automobiles.

### Visitor To Kentville

H. A. Jacques, former agent at Middleton, who retired June 30, was a motor visitor to Kentville, Tuesday, and called at the General Office to renew acquaintances.

Mrs. Sherrard, the wife of Councillor-machinist W. B. Sherrard, spent the past week with friends and relatives in Sydney.

Engine No. 23, built in 1896, and the pride of the road 40 years ago, made her last run a few days ago when she was pulled around to the dismantling plant for scrapping by local workmen. Continuing the scrapping program, ten old worn out box cars will be destroyed during the month, with their wheels, axles, underframes and other metal parts being salvaged to meet the demands of the scrap market.

A. E. Mims, Assistant Engineer, C. P. R., Montreal, arrived here to spend some time on the Dominion Atlantic.

It is well known fact that it costs real money to stop a train and for that reason the matter of stops is one of major importance when preparing schedules. A trip over any line will serve to demonstrate this, as one will observe that mail cranes are erected at various points, usually at the smaller stations, called "flag" stops, to enable trains to pick up a sack of mail on the move and thus eliminate the necessity of making a stop, saving both time and expense. Every flag station is equipped with a proper flag which the travelling public may, and are urged to use, for traffic purposes, but to flag a fast through train to post a letter, as was the case experienced by a D. A. R. crew on the Yarmouth end of the line recently, would appear to be abusing the privilege. Many old timers agree that the incident is one for recording by the "First Things Editor".

Engine 23

Regina

Baldwin

7-1896

Halifax Herald

August 8 1938

# The Railway Herald

D. A. R. Notes

KENTVILLE, Oct. 27—Kentville station restaurant, which has been in operation for a long period serving lunches and catering to train passengers, is to be closed after Nov. 30, according to reports current here today, and a new tray service inaugurated whereby passengers travelling in coaches and not wishing to take advantage of the buffet dining service offered in the parlor cars can obtain a sandwich, a cup of coffee, tea and toast or even ham and eggs, right on the train, at regular prices. This added service should prove very popular with the travelling public.

Oct. 29 will be a memorable day in the life of Pensioner and Mrs. William Yould, it being their 70th wedding anniversary, and in celebration of the event the various members of the family, together with their husbands and wives, will be present to join with their wide circle of friends calling to pay tributes of respect and to extend sincere congratulations. Mr. Yould retired from the Dominion Atlantic Railway as engineer and mechanical superintendent in 1912, after a rail career of 42 years which commenced with the old Windsor and Annapolis line. He served four terms as Mayor of Kentville, has been secretary treasurer of the Oak Grove Cemetery for many years in addition to taking an active part in town and community matters generally. He is 91 years of age and Mrs. Yould is 87 and so on Saturday fellow-workmen and railwaymen throughout the province will join the writer in extending hearty congratulations to Kentville's Grand Young Couple on their anniversary and very best wishes for the years that are to come.

George E. Graham, D. A. R. vice-president and general manager and Nova Scotia vice-president of the Canadian Chamber of Commerce, addressed a joint meeting of the Kentville and Wolfville Boards of Trade at the Cornwallis Inn here Monday, when he reviewed the far-reaching activities of the Canadian

to be derived through the membership of that organization.

## On Vacation Trip

Gerald W. Griffin, assistant engineer, accompanied by Mrs. Griffin and young son, Michael, left Saturday on a two weeks vacation trip to Toronto.

J. J. Thibault, present agent at Meteghan, Digby County, is the successful applicant to succeed R. L. Nolles as agent at Brooklyn, on retirement, the end of the present month. Mr. Thibault has had a wide experience in station work, having served 11 years as relief and general agent at various points along the line.

R. E. Taylor, Inspector of Transportation, Eastern Lines, C. P. R., Toronto, was in town this week on official business.

Reginald Taylor of the Kentville yard force recently bid in the position of section foreman at Church Point and left to take over his new duties. His family will follow in the near future.

Much favorable comment has been made on the new color scheme recently adopted for the front end of locomotives. The old black color formerly in use has given away to a bright silver, making the unit much more visible from a considerable distance and greatly adding to the attractiveness of the engine.

L. F. Taylor, boilermaker with the Temiskaming and Northern Ontario Railway, at North Bay, was a visitor to the Valley this week and called at Kentville and Wolfville.

*Halt Herald*

*October 28 1938*

# FIND HARBINGER OF SPRING ON RAILWAY

TRURO, Jan. 25 — Those who

thought we were going to have a real hard winter during February may be due for a surprise. The other day when a resident of the local Indian Reservation, the inhabitants of which are noted for the correctness of their weather predictions, was en route to Truro via the C.N.R. tracks, he spied an exceptionally large flock of black robins in one of the fields bordering the right of way. Now humans are generally wrong when it comes to predicting the weather, but it's very seldom our feathered friends are fooled, and when one considers the black robin seldom arrives before April it looks as though we will be discarding our channels much earlier than last year.

Genial Henry Cavanaugh, who was transferred from the station staff to the baggage department when automatic stokers were installed in the local depot, will be absent from duty for several days due to an injury sustained while at work. Mr. Cavanaugh was struck on the leg by a traveller's trunk which was being unloaded from a passenger train and received a twisted ankle and injured leg muscle. Charles Campbell, popular member of the Truro freight shed department, is relieving Mr. Cavanaugh.

P. W. Linton, Truro express agent, who has been absent from duty due to illness, returned to his office the first of this week.

Practically everyone is talking quiet times these days, but we didn't know traffic was so slack until the other day when a reliable old-timer declared things haven't been so quiet on the railway in more than ten years. Earlier in the year there was considerable talk about things picking up towards the latter part of January when coal shipments from Cape Breton would begin, but according to latest reports indications of that prospective traffic are still lacking.

In the meantime the local spare board went under the knife again when John Pearson, Pat Ibbets, Charles Fowlie, Freeman Hamilton and Ray Pentz were taken off. According to employees, there are two crews up and this time last year there were three.

Open highways are reported to

car. It is said the majority of travellers are carried between Londonderry and Truro and it has been suggested the car be operated between the two latter places instead of the former. If we remember correctly, when local business men advocated this service before the Board of Transport Commissioners last year C.N.R. officials pointed out facilities for such a service were lacking at Londonderry.

Joseph Pearson has sufficiently recovered from a recent illness to return to duty. As we have stated previously, "Joe" is one of the most popular C.N.R. employees in Truro and his absence is immediately noted by the C.N.R. men and his friends.

A locomotive of the Pacific type from the Montreal shops

passed through Truro last week en route to Kentville, where it will be placed in service by the D.A.R.

Mrs. W. H. Lewis was elected president of the Ladies' Auxiliary of the Canadian Brotherhood of Railway Employees at their annual meeting. Other officers: vice-president, Mrs. G. H. Lather; recording secretary, Edna Webb; financial secretary, Mrs. Burton Fowlie; treasurer, Mrs. Lyman Totten; warden, Mrs. A. Bommer; guard, Mrs. W. C. Mills; reporter, Mrs. L. McNutt; chaplain, Mrs. Frank Webb.

January 26, 1939

Halifax Herald.

Probably 2511.

TY LOSE JOBS—

# D. A. R. SHOP LAYOFF

7/27/1939

—MAYBE MORE LATER

KENTVILLE, July 26 — Effective starting today 50 D. A. R. shop men have been laid off until further notice. The men affected are employed in the machine, car, paint, blacksmith and carpenter shops. Reports are to the effect that only the roundhouse and "running" repair men are being kept on the job.

The layoff notice came like a bolt out of the blue to the employees, who have been working only 15 days a month for a considerable period. Last Winter the same employees were laid off for six weeks starting December 1. This is stated to be the first Summer layoff in a long time. Report has it that a number of laborers will receive similar notice the first of August.

Because of the fact that they had been only on half-time for such a long period, this full-time layoff creates a serious situation for them, railway men assert. Since practically all the men have families, more than 200 persons will be directly affected by the new layoff, it is estimated. Kentville merchants will also feel the effects quite seriously. While no explanation for the move has been made by the management, it is reported that the increased movement of freight by trucks is responsible in considerable measure for the action.

Halifax Herald.

July 27 1939

# DIE IN TRAIN-CAR CRASH

Where Three Died In Train-Car Smash



—Photos by R. Morris  
Above are pictures taken of the Annapolis County's triple tragedy at Brickton when three persons lost their lives and four others were badly injured. Top shows the crossing, with arrows pointing to the chassis and body of the auto on opposite sides of the road. Below are views of the pieces of wreckage.

## 8/7 — 1939 Automobile Torn In Two By Impact

Heavy Week-End Highways Accident Toll Sends Score to Hospitals; Six Are Injured in Crash Near Springhill

### Baby Escapes Without Scratch

Two Women in Critical Condition Following Level Crossing Crash at Brickton on Main Railway Line

The car in which they were driving torn in two by the east bound D.A.R. express train at a level crossing at Brickton shortly before noon yesterday, three Annapolis County residents were killed, two more so seriously injured their names are on the "danger list", another badly injured but expected to recover.

Two others in the crowded automobile, children one and three years of age, are in hospital, but will be discharged today, one having suffered only minor scratches while the other emerged unscathed.

In addition to the Valley tragedy, other highway accidents were widespread in the Province, with a score of persons injured.

Lillian Spicer, 3, of Lakeville, Kings County, is in hospital, her condition listed as "critical", having been struck by her car near her home yesterday afternoon.

### Six Sent To Hospital

Near Springhill on Saturday two United States cars met in collision, sending six to hospital, but all are expected to be making a favorable recovery.

Janet Sexton, 11, of Tuft's Cove, suffered severe scalp wounds yesterday, when involved in a car accident. (See stories on pages 2 and 9.)

The dead in the Valley crash are:

LOUIS FRANCIS, 25, of Annapolis, owner and operator of the car.

ARTHUR STEPHENSON, 18, of Delap's Cove.

GEORGE STEPHENSON, 14, of Delap's Cove.

The injured:

MRS. BERTHA STEPHENSON, 70, of Delap's Cove, mother of two of the victims; serious head injuries.

MRS. ALBERT STEPHENSON, 25, of Delap's Cove, serious head and leg injuries.

ERNEST CURRY, 25, Thorne's Cove, said to have a good chance for recovery.

### Visiting Relative

The car in which the party of eight colored people were returning from Middleton was completely demolished. The engine was torn out and hurled some yards away, with the cylinder head cleanly cut off, although the base did not appear damaged. The remains of the top was severed from the chassis.

After arrival at Middleton to visit Albert Stephenson, who had been a patient in hospital, the party found he had been removed to Kentville, so they abandoned their intention of visiting him and decided to return home.

Ronald Banks, of Lawrencetown, and Wendall Franks, of Maplehead, were seated in a doorway close to the accident scene and witnessed the tragedy. They saw the car approaching the crossing, but had no thought the driver would not halt.

### At Moderate Speed

The auto was travelling at what has been described as a moderate rate of speed. It continued on its course, running onto the crossing and striking the front of the speeding locomotive.

When struck it seemed the crowded motor vehicle was bounced high in the air, then fell apart, its occupants being scattered in all directions.

The weather was clear at the time and visibility good. The crossing is what railwaymen term an "open crossing", where there is good vision in both directions.

The three whose lives were claimed apparently died instantly. The others, as soon as preliminary treatment could be given were rushed to hospital here. Doctors Lewis Morse, of Lawrence-

August 7 1939