CANADIAN NATIONAL RAILWAYS LAC ST JEAN REGION

C. H. RIFF

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Getting Bauxite to Arvida During World War II

By Stephen Dettmers

Because bauxite is an important raw material in the production of aluminum, it was an essential war material. However during World War Two there was one problem that almost defeated the Allies, bauxite supply. Not that there was a shortage of bauxite in British Guiana (now Guyana) for the Aluminum Company of Canada (Alcan), or in Dutch Guiana (now Surinam) for the Aluminum Company of America (Alcoa). The problem was the supply line, because as the war intensified with the Battle of the Atlantic, the shipping lanes used by the ships transporting the bauxite to North America were ravaged by the German submarines. Also Alcan's harbour, Saguenay Terminals Limited in Port Alfred near Arvida, was difficult to reach because the upper Saguenay River was blocked solid by ice for nearly five months every winter.

To move the bauxite, Alcan purchased three ore carrying ships named or renamed "Peribonca", "Corabella" and "Newton Moore", of British registry, each of 9000 tons deadweight, operated by the Saguenay Terminals Limited. All were sunk by German U-boats during World War II.

Besides the German U-boats, another problem which limited bauxite deliveries was the Demerara River, on which the bauxite mines were located in British Guiana. It was shallow and filled with silt that created sand bars, limiting passage in the river to shallow draft or half filled larger ships. This created a need for a bauxite storage area at a deep water harbour near Guyana, where large ships could top up with bauxite for the journey north. In 1938-39, a private coaling station near Saint Thomas in the Virgin Islands was leased, and a small fleet of shallow draft Canadian lake vessels was acquired to shuttle bauxite the 800 miles between the Virgin Islands and Guyana. However the Virgin Islands were considered too far away from Guyana to operate small fully loaded great lakes ships in the open ocean. In 1940 some German U-boats started operating in the vicinity of the Virgin Islands, and it became impossible to build a large stockpile of bauxite near Arvida. Up to 1944-45 it was a hand to mouth situation, that is there was just enough bauxite near Arvida to cover production needs.

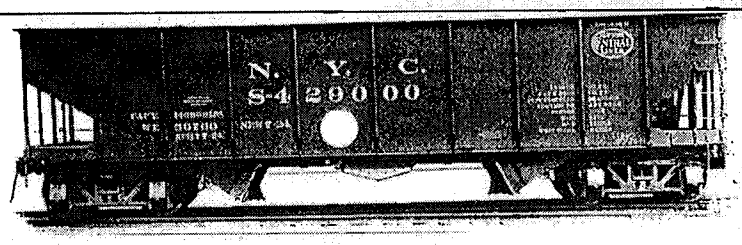
In 1940 a better location was leased at Chaguaramas Bay, near Port of Spain in Trinidad only 400 miles from Guyana. The Americans were not too happy that Alcan had leased a bauxite transfer station inside their new naval base. However the ability to form up small convoys of bauxite ships, and provide them with a armed escort within the protected waters of a naval station would be a real advantage in the struggle with the German U-boats.

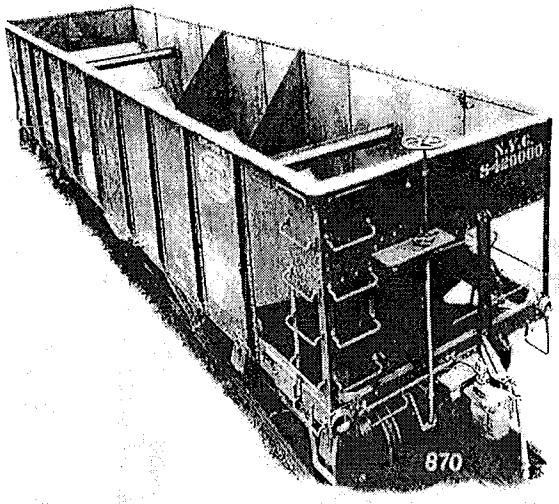
The bauxite ships were largely unmolested until the summer of 1941, when the German Naval High Command decided to attack the bauxite supply line near its origin. This lasted until mid 1942 when the American war machine was at full production, after which they could now provide more naval ships to escort the bauxite ships, and at least one escorted convoy per week was dispatched from Chaguaramas Bay to New York City.

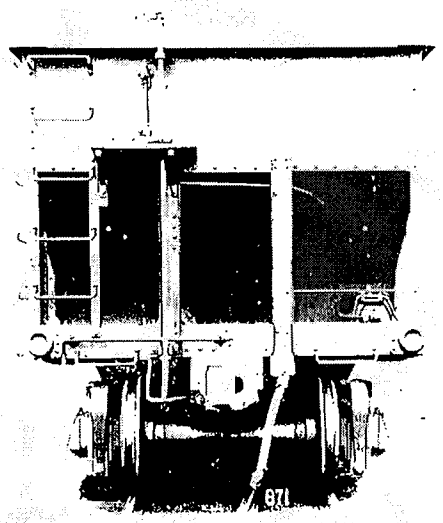
The submarine danger to the bauxite ships was at its worst in the spring and summer of 1942. During 1942, of Alcan's 233 loaded bauxite ships dispatched from Trinidad, Saint Thomas, or Guyana, 25 loaded bauxite ships and 117 crewmen were lost. In early 1942 because of the limited availability of armed escort vessels, ships dispatched to North America, were just that, dispatched to anywhere on the North American Atlantic Seaboard. If the ship's Captain perceived the ship as being in danger, he had naval command's permission to run to the nearest safe port on the North American Atlantic Seaboard. Then Alcan, hearing that the ship had landed somewhere on the Atlantic Seaboard such as New Orleans, Miami, Norfolk, Newport News, New York, or Portland had to send personnel to the port to arrange the unloading of the ships, and rail transportation to Arvida.

At first the Royal Canadian Navy was only able to provide very limited protection for the bauxite ships because of the U-boat threat around Nova Scotia, the Gaspe Peninsula, and in the Gulf of St. Lawrence. The bauxite ships were dispatched to Portland, Maine all year round, not just in the winters as before the war. Then the bauxite was transported from Portland, Maine to Arvida, Quebec by the Canadian National Railway. The route followed was the Grand Trunk and CN line from Portland, Maine to Montreal. Then the ex Canadian Northern line to the former Quebec and Lake Saint John Railway which then went to Arvida located in the Saguenay Lake Saint John Area. The 300 miles of track from Montreal to Arvida was a single track line built at the turn of the century. All the bauxite, plus the construction materials for the expansion of the Shipshaw hydro-electrical plant, over three million tons a year, had to move over this line.

Canadian National used their largest and most powerful freight locomotives for this service, the 2-10-2 Santa Fe type which had a tractive effort of 65000 lbs. There were the T-1-a class built in 1916 by the American Locomotive Works Brooks Locomotive Factory located in Dunkirk, New York, with boilers built by the Montreal Locomotive Works in Montreal. They were numbered 4000 to 4009. There was also the T-1-b class, numbered 4010 to 4019, built by the Montreal Locomotive Works in 1918, and the T-1-c type, also built by the Montreal Locomotive Works, but in 1920, numbered 4020 to 4044. The next class, the T-3-a type, were ex New York Central Railroad Z-1a locomotives numbered 1100 to 1109. They were purchased from the N.Y.C's Boston and Albany Railroad in August 1928. They were USRA 2-10-2s built by the American Locomotive Works's Brooks Locomotive Factory in Dunkirk, N.Y. and had a tractive effort of 69900 lbs. The T-4-a class were built by the Canadian Locomotive Works in Kingston,







The 13,800 cars built to Specification 480 were exemplified by these photographs of NYC S-429000, built by the Standard Steel Car Co. in 1924. This car was one of 1,600 to this specification built with truck design to NYC drawing N-38314, which was sprung at the journal box and was furnished by the car builder. These trucks were phased out after 1938.

Ontario in 1929 and numbered 4300 to 4314. These booster equipped locomotives had a tractive effort of 60100 lbs. and 70500 lbs. when the booster was used. The T-4-b class were also built by the CLC but in 1930 and were numbered 4315 to 4332. However they were not equipped with a booster so had a tractive effort of 66000 lbs. Also very occasionally a Central Vermont Railroad T-3-a, 2-10-4 Berkshire Locomotive of the type numbered 700-709, with a tractive force of 76800 lbs. plus a 10100 lb. booster, would be used between Portland, Maine and Montreal. Each of the above locomotives could haul sixty 52 ton open hopper coal cars loaded with bauxite but at a speed of only twenty miles per hour because of the poor condition of the railroad's road bed.

In the winter of 1940-41 there was a great deal of snow between Christmas and New Year's; very large blizzards blocked the tracks and completely buried trains with snow. The bauxite reserves got so low the aluminum smelter might have had to close down, thus shutting off half the aluminum supply to the Allied Aircraft Industry which built aircraft needed to win the war. It took about a week to remove the snow from the tracks and the first bauxite trains pulled into the Alcan refinery behind a vanguard of snowploughs. Even though the bauxite was frozen solid in the open hoppers it did arrive in time to keep the plant open.

With the coming of spring, because of the large winter snowfalls there were now problems with flooding. The overloaded soggy roadbed began to collapse in many places causing serious derailments which closed the line for days at a time. Trains were backed up for days while track engineers tried to shore up the roadbed threatened by spring flooding. This massive railroad traffic jam caused two ore trains to collide killing four trainmen. Passenger service was discontinued on alternate nights to keep the line open for the eighteen bauxite ore trains required every day on what was called the most congested railroad line in Canada.

After the United States of America entered the War on December 7th. 1941, a new Washington Agency was created called The War Shipping Administration (W.S.A.) which took control of, and responsibility for, all bauxite shipments. The result was that Surinam bauxite occasionally wound up at Arvida and British Guiana bauxite ended up at the Alcoa smelter in Massena, N.Y. The strain on the transportation system was immense. This was because, in mid 1942, the U-boats started to move north to get the convoys of ships leaving Halifax, Nova Scotia for England. The ships were limited to carrying 500 tons of Aluminum in case they were sunk. The theory was that they would put a small amount of aluminum in each ship so most of it would reach its destination, as it would be extremely difficult for the submarines to sink a majority of ships in a convoy with an armed escort. The German submarines were operating off the coast of Nova Scotia, the Gaspe, and in the Gulf of Saint Lawrence (U-boat Alley). The W.S.A.

decreed that no ships transporting bauxite would be permitted in the Atlantic ocean north and east of the City of New York. So Alcan leased ore handling facilities in Hoboken, New Jersey, near Weekawken, where the New York Central Railroad had its southernmost freight terminal in New Jersey.

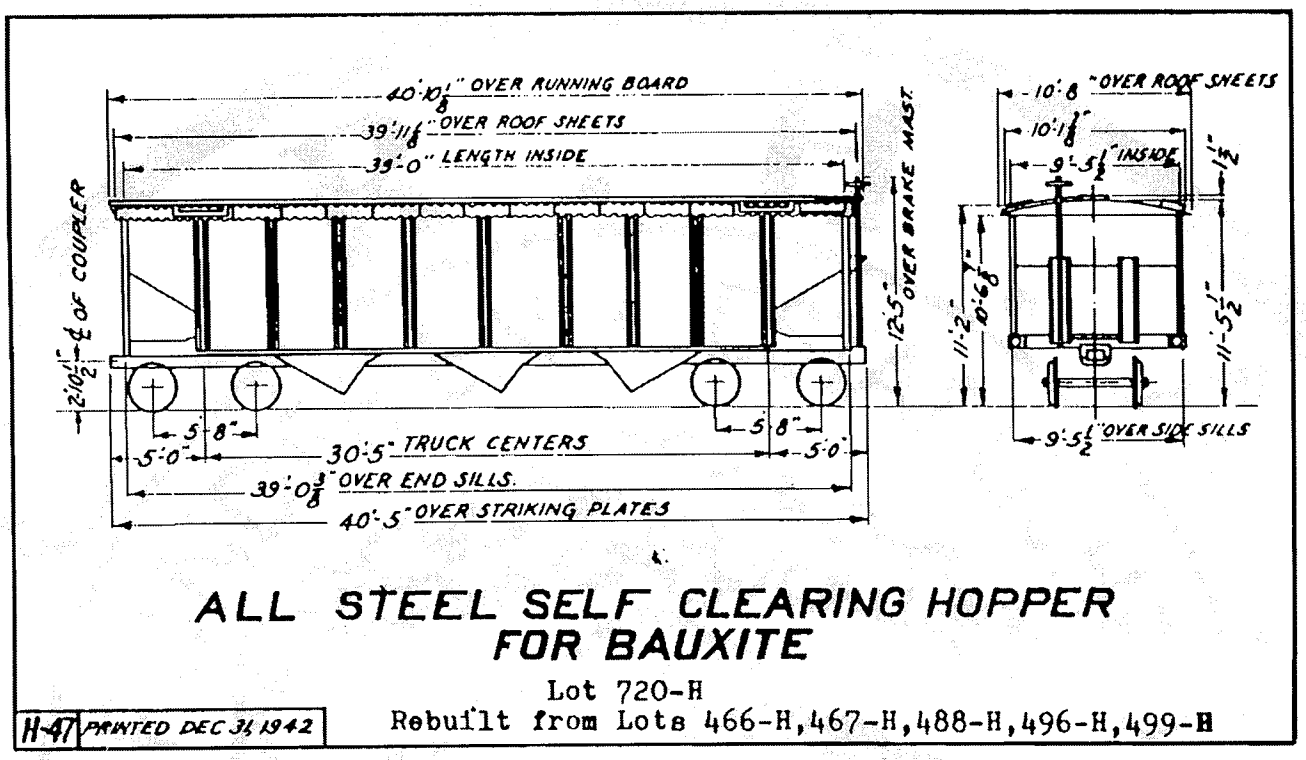
This ore handling facility had railroad sidings with a capacity of up to 600 seventy ton New York Central open top Bauxite hoppers. The New York Central would transport these hoppers to Huntingdon Quebec, located on the New York Central's Canadian branch, the Saint Lawrence and Adirondack Railroad, where it crossed the Canadian National. The NYC would haul the bauxite from Weehawken, up the west shore line to the Selkirk freight yards located near Albany, N.Y. They would then use the New York Central four track mainline to the Dewitt freight yards located near Syracuse, N.Y. Then north on the St. Lawrence Division through Watertown to Norwood, N.Y. At Norwood, the trains with bauxite for Alcoa, located in Massena, N.Y., would continue north on the St. Lawrence Division to Massena Springs. The bauxite trains for Huntingdon, Quebec would take the Rutland Railroad line to Malone, N.Y. then the St. Lawrence and Adirondack north to Huntingdon. They did the interchange of cars at Huntingdon instead of the New York Central's Massena Springs, N.Y. freight yards because the latter freight yards were overflowing with bauxite trains for the Alcoa Aluminum Smelter in Massena. The CNR would haul these cars towards Montreal on the Massena Subdivision across the Victoria Bridge to the Turcot Yards, then to Western Junction then onto the Canadian Pacific Railway's tracks, through the Outremont Yards, then onto the CNR again at the Moreau Street Station. The trains then went east on the ex Canadian Northern line through Maisonneuve, Longue Pointe and Montreal East to Point aux Trembles and across the Bout De L'ile Bridge to Joliette, then from Joliette to Garneau Junction where they went on to the ex Canadian Northern tracks. At Garneau Junction they would start to use the tracks of the former Quebec and Lake St. John Railway to Riviere a Pierre, where the line met the Q&LSJ line from Quebec City to Lake St. John. Then the trains went to Chambord Junction on Lake St. John, then to Arvida and the Alcan smelter.

Starting in the summer of 1942, a way, other than by railroads, was found to move bauxite from New York City. An ingenious barge route was developed by the transportation department of the Chicago Tribune Newspaper. This large American Newspaper owned the Quebec North Shore Paper Company located on the Lower St. Lawrence River to produce newsprint to supply its large printing presses. It also owned a steamship line that had a fleet of small ships that could fit into the locks on the Soulanges Canal which were 270 feet long by 44 feet wide and 14 feet deep, The canal could handle ships not longer than 257 feet, nor wider than 43 feet, with a shallow draft of not more than 14 feet if they did not want to drag the bottom. Compare this to the present day St. Lawrence Seaway Locks which are 800 feet long by 80 feet wide by 30 feet deep; however the St. Lawrence Seaway was not completed until 1959, so was not available during World War II. These bulk cargo canal boats were used to transport this newsprint to Chicago. This 350 mile barge route used tug boats hauling two wooden scows each, loaded with bauxite and they went from the New York City area up the Hudson River then along the New York State Barge Canal to Oswego, N.Y., on Lake Ontario, where dock and storage facilities were leased. Then the bauxite was transported to Massena, N.Y. and Port Alfred, Quebec by bulk cargo small shallow draft Soulanges Canal boats. This all water route was a great help in the summer and fall of 1942 until the winter of 1942-43 when the Saint Lawrence River froze and the real crisis started.

A retired Alcan employee, Percy Radley, was the Aluminum Company of Canada Arvida smelter works manager. His personal recollections of working in the Alcan smelter during World War II state: *"The winter of 1942-43 was the worst time, at one time we were down to about a three days supply of bauxite. Then to make matters worse the open hoppers of bauxite would get rained on en route and would arrive at Arvida frozen like concrete. As we were required to unload an average of 100 hopper cars per day, we were faced with an almost impossible task. Everything was tried, jack hammers, heating the railroads, finally we built a huge trestle. At one time 1100 men were working on the unloading of bauxite then at another time there were 2700 cars of frozen bauxite filling every siding in Arvida and back as far as Quebec City and the City of Montreal waiting to be unloaded. It was the coldest winter on record"*.

During the war, the customs regulations then in force regarding American built railroad locomotives entering Canada were lifted. These regulations had said that any American built locomotive entering Canada to visit a terminal without carrying freight and/or passengers from one Canadian station to another Canadian station, providing it would leave Canada within twenty four hours, could enter Canada duty free if the Railroad took out a refundable bond equal to twice the duty payable based on the locomotive's value. This bond was transferable from one locomotive to another, but each bond could be used for only one locomotive at a time. However the bond was only good for up to a maximum of three years. If an American built locomotive remained in Canada longer than twenty four hours at a given time, and/or was carrying freight and/or passengers from one Canadian Station to another Canadian station, full taxes and duties would have to be paid on it. The regulations concerning equipment required for running in Canada were also lifted; the main one was that locomotives running on railroad main lines between stations required a pilot or cowcatcher; they could not have just foot boards.

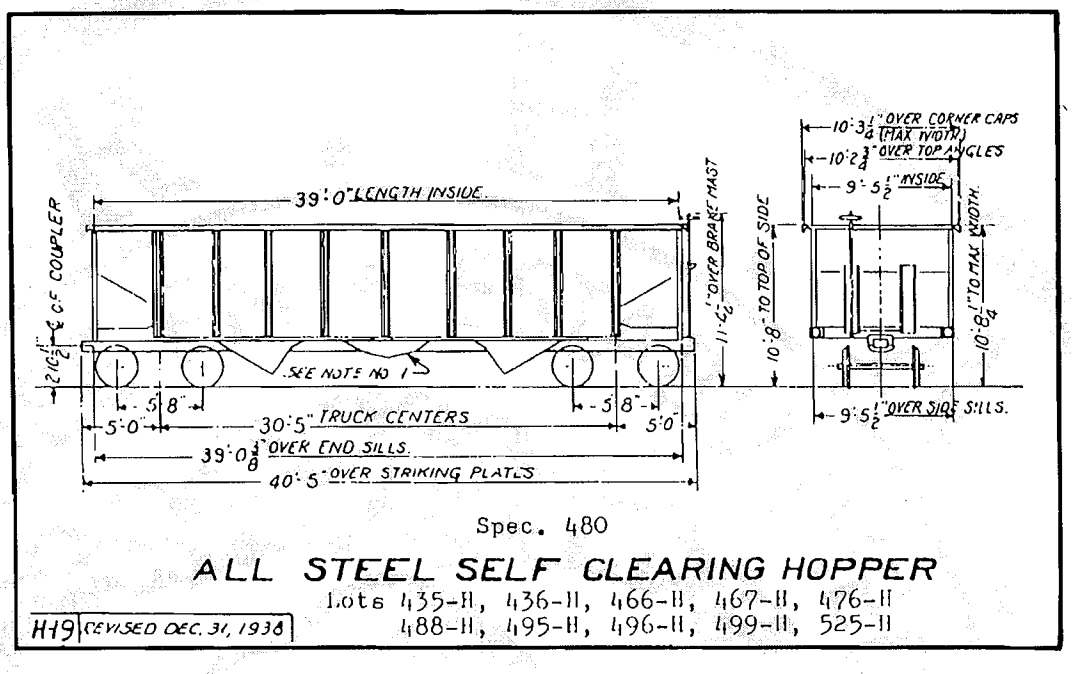
The New York Central assigned the 2700 class L-2a 4-8-2 Mohawk steam locomotives to haul the Bauxite trains between Weehawken, New Jersey and Massena, N.Y. or Huntingdon, Quebec. They were numbered 2700 to 2799 and were built in 1925-26 by the Schenectady/American Locomotives Works located in Schenectady, New York. They had a tractive effort of 60620 lbs. and a booster with a tractive effort of 12400 lbs. The main distinguishing feature of the L-2-a engine was the presence of a large Elesco feedwater heater on their fronts making their fronts



look like the Canadian National's 4-8-4 Northern type steam locomotives like 6218. Also the occasional L-2-d, 4-8-2 Mohawk built in 1930 also by Schenectady and with the same tractive force as the L-2-a Mohawks but with no front mounted Elesco feedwater heater. These looked like large versions of the famous New York Central 4-6-4 Hudson type steam locomotives.

The New York Central Railroad would also use it's latest freight locomotives, the L-3-b or L-3-c Mohawks numbered 3025 to 3064. L-3-a Mohawks numbered 3000 to 3024 were dual purpose freight/passenger locomotives and spent the war hauling overloaded main line passenger limiteds. The new Mohawk freight locomotives would haul bauxite, when not hauling other more essential wartime cargo trains on the main lines, however at that time there was not much that was more essential then bauxite. They were used to haul the bauxite from Wehawken, N.J. to the N.Y.C's Dewitt freight yards in Syracuse, N.Y. This modern super steam power was built by the American Locomotive Company and the Lima Locomotive Works. Such a new freight locomotive would normally never have left the NYC's four track main lines to go to places like Massena or Huntingdon, even in wartime, as their job was to help keep the mainlines clear for trains like the Twentieth Century Limited and not clogged with things like bauxite trains. They had about the same tractive force as the L-2 Mohawks, 60100 lbs. and a booster of 14000 lbs. To get that bauxite from Dewitt to Massena, N.Y. or Huntingdon, Quebec the NYC would use an A-1 Berkshire, L-1 Mohawk or doublehead a pair of H-6-a Mikados. Every now and then an A-1, 2-8-4 Berkshire steam locomotive would be used. They were built from 1926 to 1930 by the Lima Locomotive Works located in Lima, Ohio. These large New York Central locomotives had a very large Elesco feedwater heater mounted on their front and they had a tractive force of 69800 lbs. and a booster with a tractive force of 11000 lbs.; this made them look like what they were, New York Central super steam power. They were normally used on the NYC's Boston and Albany division to haul freight between the Dewitt and Selkirk freight yards and Boston, Massachusetts over the Berkshire Mountains. They were occasionally drafted into bauxite service when needed. Similarly the 4-8-2 L-1 class of Mohawks were used; they had a tractive force of 11000 lbs. They looked like large K-11 4-6-2 pacifies but with an extra set of driving wheels which is exactly what they were. The K-11 pacifies built from 1910 to 1913 were the assigned passenger locomotive on the Saint Lawrence and Adirondack Railroad from 1917 to 1952 after their stint 1910 to 1915 as a mainline freight locomotive. The L-1 Mohawk steam locomotives numbered roughly from 2500 to 2700 with gaps as some were scrapped before the war. The L-1-a and 1-1-b locomotives were built by the Schenectady Locomotive Works from 1916 to 1918, the L-1-c and L-1-d locomotives by the Lima Locomotive Works in 1918 in the days before such refinements as feedwater heaters and such. Similarly some H-6-a Mikado 2-8-2 were double headed to move the bauxite from Dewitt north, these were built in 1918 by both the Schenectady and Lima with a tractive effort of 54720 lbs. These light USRA Mikados were the mainstay freight locomotive on the NYC's Saint Lawrence and Adirondack Railroad from 1930 to about 1948. This NYC controlled railroad ran from Malone, New York to Montreal, via Huntingdon, Valleyfield, Beauharnois, Chateauguay, to Adirondack Junction, then the

Canadian Pacific tracks to the CPR's Outremont freight yards. There were others also used but not mentioned because any large New York Central Railroad freight locomotive running between Weehawken, New Jersey, Albany, New York (NYC Selkirk Freight Yards), Syracuse, New York (NYC Dewitt Freight Yards) and Huntingdon could have been drafted into bauxite service if needed. All the locomotives used in the New York Central Railroad's Bauxite service were serviced, repaired and overhauled at the NYC's West Albany Shops.



70 ton hopper car with saw-tooth outside hoppers and shallow centre hoppers.

In the spring of 1943 the bauxite crises started to subside because of the establishment of a ring of American Naval and Air bases in the Caribbean which permitted more numerous surface and air patrols against German U-boats. Elsewhere, the Allies were starting to win the battle of the Atlantic although attacks on bauxite ships continued to some extent for the rest of the war. Bauxite ships started going to Port Alfred from Guyana in the summer of 1944. Then to Portland, Maine in the winter of 1944-45, relieving some of the pressure on the bauxite supply line. After the war, the NYC only brought bauxite to Montreal in the winter when the shipments from Portland, Maine were not sufficient for production demands. However in the early 1960s, the CNR and the St. Lawrence and Adirondack Railroad was the location of one of the first CNR unit trains carrying Alumina and Aluminum between Valleyfield, Quebec and Massena Springs, N.Y. using the St.L&A between Valleyfield and Huntingdon and the CNR between Huntingdon and Massena Springs.

Following is a description of the cars used in bauxite service. Cars to specification 480 were originally built with a shallow centre hopper, then when they had their first general repairs a saw-tooth centre hopper replaced the shallow centre hopper, increasing their carrying capacity to 2518 Cu. Ft. 240 cars from the above lots were converted in 1942 to have removable sectional roofs applied and were assigned exclusively to bauxite hauling service as lot 720-H; they were numbered 882000-882239 after being outshopped at East Rochester, NY. The rest of the above open hopper cars were assigned to bauxite service when needed without a roof, but were also used when and where needed to transport coal and iron ore.

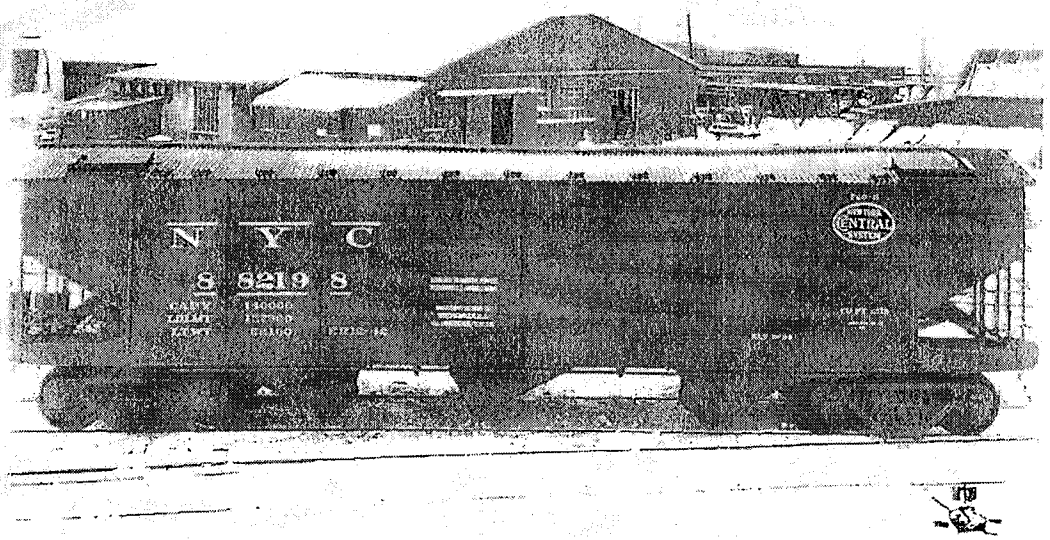
In 1923 the NYC acquired additional new 70 Ton open hopper cars. These 5,300 cars lots 435-H, 436-H, 466-H, 467-H and 476-H were built to the NYC specification 480-b. This specification closely followed the 70 ton open hopper car design developed by, but not built by, the United States Railroad Administration. As built, these cars had saw-tooth outside hoppers and a shallow centre hopper, see diagram H-19. As these cars received general repairs, the shallow centre hopper was replaced with one of the saw tooth type.

The year 1924 saw the delivery of an additional 8,000 cars to the specification 480-C, lots 488-H, 495-H, 496-H and 499-H. All of the above mentioned open hopper cars were built and maintained with sides of riveted construction and with outside pressed stakes.

All New York Central 70 ton open hopper cars were equipped with friction bearing trucks having 6" X 11" journals and 33" wheels. Because of in-service replacement and substitution of interchangeable components, it is difficult to do more than describe them as built condition of the cars.

Except for a total of 1,600 cars in lots 466-H, 488-H and 524-H, all cars from lots 435-H to 597-H inclusive were equipped with trucks to the USRA standard, 5 feet 8 inches wheelbase. Lots 435-H to 525-H were equipped with trucks having the Keystone side frames with separable journal boxes. The exceptions, 100 cars

in lot 466-H, 1,000 cars in lot 488-H, and 500 cars in lot 524-H had trucks to NYC drawing N-38314. This truck was sprung between the journal box and the side frame, rather than between the side frame and the bolster. This truck was phased out after 1938, but some were still in service during World War II. As the years passed, the side frames with separable journal boxes were renewed with integral journal box side frames.



In 1942 240 cars from Lots 466-H, 467-H, 488-H, 496-H and 499-H (Specification 480) had removable sectional roofs applied and were assigned to bauxite service as Lot 720-H, cars 882000-882239. Car 982198 is shown as outshopped at East Rochester.

All open hopper cars built prior to lot 770-H were originally equipped with KD-1012 brake equipment, when the AB brake was made the standard brake system those cars remaining in service were retrofitted with AB equipment. Open hopper cars built prior to lot 597-H were equipped with vertical staff handbrakes, Lot 597-H and subsequent open hopper cars were equipped with geared handbrakes.

The underframe construction on open hopper cars built prior to lot 770-H had built-up centre sills consisting of two rolled channels and a top cover plate. Lot 770-H and subsequent open hopper cars had the current standard AAR Z-section centre sill.

All cars prior to lot 770-H were delivered painted black. Lots 770-H to 824-H inclusive were delivered painted red oxide. Lots 865-H and subsequent open hopper cars were delivered painted black.

In late 1942 the demand increased for aluminum and therefore the need for larger amounts of dry unfrozen bauxite to manufacture it. The open hoppers proved inadequate to keep the bauxite dry and unfrozen so removable roofs were applied to 240 open hopper cars from lots 466-H, 467-H 488-H, 496-H and 499-H. These 240 cars were then assigned to lot 720-H and were renumbered 882000 to 882239. This work was done at East Rochester, N.Y. and after their wartime stint these cars were reconverted to their original configuration and reverted to their original numbers. See diagram H-47.

It is sad that none of these 70 ton open hopper cars was saved, even though they remained in service until the 1980's. They were highly important in the war effort in that they helped the Allies by delivering massive amounts of bauxite to the Aluminum Company of Canada's Arvida smelter. This aluminum was used to build the aircraft that helped the Allies to win the war. So these cars were probably among the most historically significant pieces of railway rolling stock of the twentieth century.

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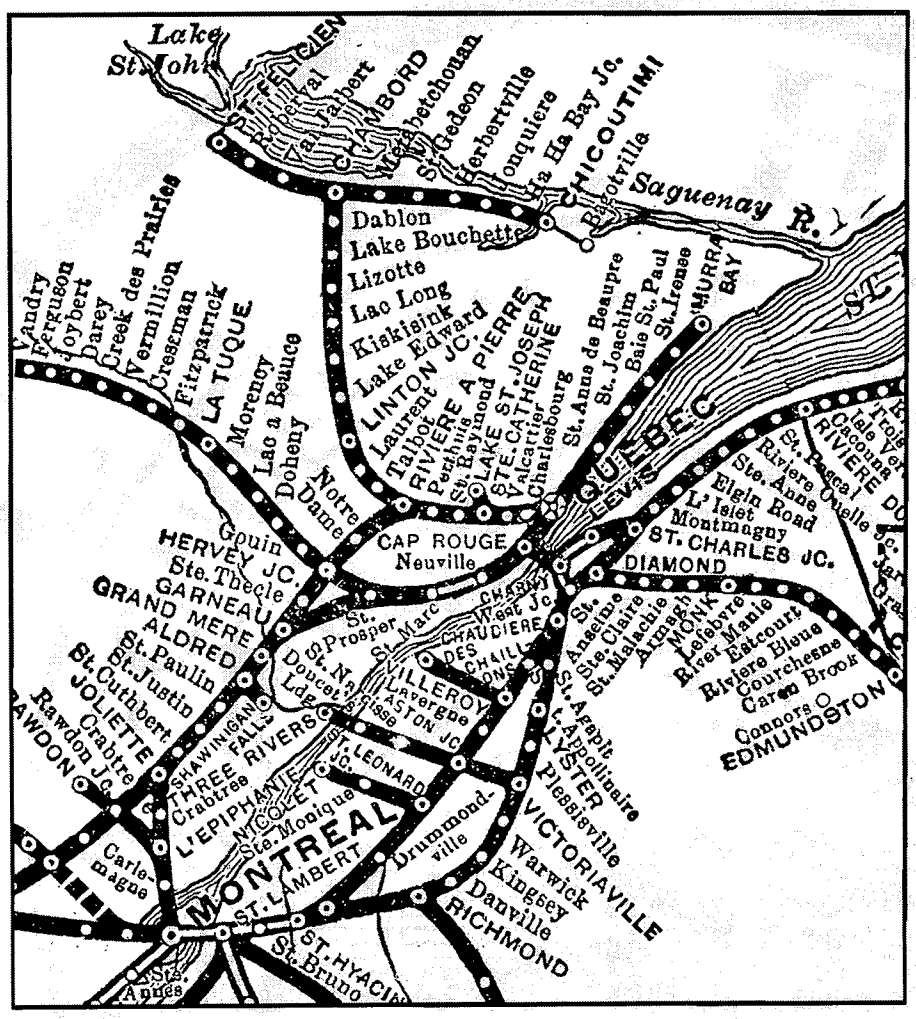


CNR map showing the line to Chicoutimi where this story took place.

Saguenay was the next divisional point east of Lac Edouard and a short 10 miles from the Arvida mill. Crews from Lac Edouard would move trains either east to Jonquière or west to Garneau and on toward Shawinigan and Montreal.

The railroader's cap that Ty would wear on this trip was new. It had recently come to him from his wife Jo at home in Cochrane, Ontario, delivered by Loriane Downey, a good friend of Ty's who was also an engineer from Cochrane.

About 10:00 pm on the evening of Sunday November 8th the call came: Ty and his crew were going west at midnight. Since the 4204 had a broken mechanical stoker, a helper would be needed to assist fireman Armand St. Pierre of Rivière à Pierre. A sometime railway yardman and mechanic, St. Pierre had been caught up in the manpower demand for running crews. St. Pierre's helper would be Pierre Vezina of Rivière du Loup. The 4200-class Santa Fe engine that Ty and his crew would pilot to Garneau was among the heaviest type of engine in Canada at that time. That night, before leaving, they ate in the warm, but overstuffed, bunkhouse at Lac Edouard. Ty remembers eating soup.

Train crews of the time were divided into engine crews – an engineer and at least one fireman, and, so-called, tail-end crews – a conductor, tail-end brakeman, and head-end brakeman. The head-end brakeman travelled in the lead engine. The name of the tail-end brakeman was unknown to Ty, but the head-end brakeman was Marcel Martel of Cap Rouge, Quebec. This was Martel's first trip running. Conductor Jim Rody would board the caboose at Rivière à Pierre.

The 50 miles from Lac Edouard to Rivière à Pierre would be largely uneventful, across a relatively flat terrain. But beyond Rivière à Pierre where 4204 took on coal and water, the terrain would become much more dramatic in the region of the Batiscan River, requiring an assisting engine to mount Caribou Hill about 14 miles further west, between Rivière à Pierre and Hervey Junction. Being the controlling grade, Caribou Hill — dubbed the "Little Caribou" going west and the "Big Caribou" going east — was formidable for a steam engine regardless of the direction of travel.

Well, the bauxite trains would call for two engines, based on the power needed to get the tonnage over Caribou Hill and you had to take a hell of a run for it.

The 4204 picked up Santa Fe engine 4003, with crew of H.E. (Terry) McGovern, an engineer from Quebec, and fireman J.C.A. Brault from Joliette, Quebec. McGovern's engine broke a drawbar but some "bureaucratic" problem would not allow a switch in the relative positions of the engines: The 4003 would remain in front. The 4003 would operate under the orders of 4204 for the 19 mile journey over the hill to Hervey Junction where it would unhook and assist on the orders of a train going back the other way. Since 4003 was the lead engine, it was McGovern who must take responsibility for occasional orders. The westbound train, now complete with crew and assisting engine, proceeded on to Montauban Station, about 11 miles further west.

At Montauban Station the signal board was red indicating a stop. Terry McGovern went into the station to pick up orders for Ty and the train. McGovern came back with a clearance indicating that there would be no meets for the remainder of the run. The wide swinging of a lantern at the caboose end of the train — a "highball" in the argot of railroaders — was the signal to proceed.

So, of course, we are cleared on the red board, eh? We've nothing else but 'go'. So we go. We pull out, pick up our conductor [Rody] for the caboose, get a highball and pick up speed to 30-35 miles per hour.

NOVEMBER 8, 1942

QUEBEC—ST. RAYMOND—CHICOUTIMI

TABLE No. 60

(Eastern Time)
(Heure du Meridien de l'est)

Read Down					Miles		Read Up				
	25	23	151	21			22	24	26	152	
	P.M.	P.M.	A.M.	A.M.			P.M.	A.M.	A.M.	P.M.	
.....	† 4.10	d10.00	§ 8.15	† 9.00	0.0	Dep **Quebec**, 53, 65, 66 (Parent Sq. Sta.) Ar	† 6.25	n 5.45	† 7.45	§ 9.15	.....
.....	4.15	10.04	8.20	9.04	0.8	Limoilou Jct.	6.21	5.40	7.41	9.10	.....
.....	4.38	10.26	8.47	9.26	8.6	Lorettoville	5.59	5.17	7.20	8.44	.....
.....	4.56	10.44	9.07	9.44	16.5	**Valcartier**	5.41	4.58	7.03	8.23	.....
.....	5.06	10.54	9.18	9.54	21.0	St. Catherines	5.31	4.48	6.53	8.13	.....
.....	6.07	.....	.....	.....	22.0	Ar / Dep Hotel Lake St. Joseph Dep / Ar	.....	.....	.....	8.11	.....
.....	5.13	.....	.....	.....			.....	.....	.....	8.03	.....
.....	5.17	10.59	9.31	9.59	22.8	Lake St. Joseph	5.26	4.43	6.42	7.59	.....
.....	† 5.45	d11.27	§ 10.00	10.27	34.3	Ar **St. Raymond** Dep	4.58	4.15	† 6.15	§ 7.30	.....
.....	P.M.	c12 30	A.M.	†11.30	56.5	Ar **Riviere a Pierre** 65 Dep	† 3.55	n 3.05	A.M.	P.M.	.....
.....	.....	† 4.15	.....	.....	0.0	Dep **Montreal** (St. Cath. St. East) Ar	.....	† 1.20	.....	.....	.....
.....	.....	†10.30	.....	.....	137.7	Ar **Riviere a Pierre** Dep.	.....	† 7.25	.....	.....	.....
.....	.....	c12.30	.....	†11.30	56.5	Dep **Riviere a Pierre** Ar	† 3.55	n 2.55	.....	.....	.....
.....	.....	f12.50	.....	f11.50	64.1	Talbot	f 3.34	f 2.34	.....	.....	.....
.....	.....	f 1.00	.....	f12.00	69.2	Laurentides	f 3.17	f 2.17	.....	.....	.....
.....	.....	f 1.20	.....	f12.20	75.5	Miguick	f 3.02	f 2.02	.....	.....	.....
.....	.....	1.28	.....	12.28	78.5	Ar / Dep **Linton** Dep / Ar	2.54	1.54	.....	.....	.....
.....	.....	1.28	.....	12.28			2.54	1.54	.....	.....	.....
.....	.....	f 1.38	.....	f12.38	83.5	Jacques Cartier Club	f 2.41	f 1.41	.....	.....	.....
.....	.....	f 1.46	.....	f12.46	85.0	Beaudet	f 2.38	f 1.38	.....	.....	.....
.....	.....	f 1.57	.....	f12.57	89.2	Lac Maloun	f 2.27	f 1.27	.....	.....	.....
.....	.....	f 1.58	.....	f12.58	91.3	Iroquois Club	f 2.21	f 1.21	.....	.....	.....
.....	.....	f 2.07	.....	f 1.07	93.2	Stadacona	f 2.17	f 1.17	.....	.....	.....
.....	.....	f 2.15	.....	1.15	97.3	Sanford	f 2.03	f 1.03	.....	.....	.....
.....	.....	f 2.27	.....	f 1.27	100.9	Pearl Lake	f 1.57	f12.57	.....	.....	.....
.....	.....	f 2.41	.....	f 1.41	106.9	Triton Club	f 1.41	f12.41	.....	.....	.....
.....	.....	2.55	.....	1.55	111.9	Ar / Dep **Lake Edvard** Dep / Ar	1.30	n12.30	.....	.....	.....
.....	.....	3.10	.....	2.10			1.15	n12.15	.....	.....	.....
.....	.....	f 3.40	.....	f 2.39	123.0	Summit Club	f12.47	e11.47	.....	.....	.....
.....	.....	f 3.43	.....	f 2.42	124.2	Summit	f12.44	f11.44	.....	.....	.....
.....	.....	f 4.07	.....	f 3.05	133.6	Kiakisink	f12.19	f11.19	.....	.....	.....
.....	.....	4.10	.....	3.08	134.6	Van Bruyssells	12.16	11.16	247	.....	.....
.....	.....	f 4.24	.....	f 3.21	140.0	Kondiaronk	f12.02	f11.02	P.M.	.....	.....
.....	.....	f 4.48	.....	f 3.45	149.6	Commissioner's Lake	f11.39	f10.39	Tues	.....	.....
.....	.....	f 5.08	.....	f 4.05	157.7	St. Andre	f11.18	f10.18	June 17	.....	.....
.....	.....	5.13	.....	4.09	159.5	Lake Bouchette	11.14	10.14	to	244	246
247	241	f 5.22	.....	f 4.18	163.1	Dablon	f11.05	f10.05	Aug 26	P.M.	A.M.
P.M.	A.M.	e 5.55	.....	† 4.50	176.0	Ar **Chambord Jct.** Dep	†10.30	e 9.30			
9.45	†10.40	§ 6.10	.....	† 5.05	176.0	Dep **Chambord Jct.** Ar	†10.10	§ 9.20	9.20	† 4.30	§ 5.45
10.05	11.02	6.28	.....	5.25	182.7	Val Jalbert	9.42	8.55	8.55	4.02	5.22
10.21	11.30	6.43	.....	5.50	188.1	Ar / Dep **Roberval** Dep / Ar	9.20	8.32	8.32	3.40	5.07
10.21	11.30	6.43	.....	5.50			9.20	8.32	8.32	3.40	5.07
10.35	11.51	f 6.57	.....	f 6.10	192.9	Pointe Bleue	f 9.00	f 8.22	f 8.22	f 3.20	f 4.50
10.50	12.08	7.10	.....	6.25	198.2	St. Prime	8.35	8.07	8.07	2.55	4.36
11.15	†12.40	§ 7.35	.....	† 7.00	205.7	Ar **St. Felicien** Dep	† 8.10	§ 7.45	7.45	† 2.30	§ 4.15
P.M.	P.M.								P.M.	P.M.	A.M.
.....	.....	e 6.05	.....	† 5.00	176.0	Dep **Chambord Jct.** Ar	†10.20	e 9.20	.....	.....	.....
.....	.....	6.19	.....	5.14	181.0	Desbien's	10.03	9.03	.....	.....	.....
.....	.....	6.31	.....	5.26	185.7	Metabetchouan	9.50	8.50	.....	.....	.....
.....	.....	6.45	.....	5.40	191.0	St. Gedeon	9.36	8.36	.....	.....	.....
.....	.....	7.03	.....	5.58	197.7	Hebertville	9.19	8.19	.....	.....	.....
.....	.....	8.00	.....	7.00	217.0	Jonquiere	8.30	7.30	.....	.....	.....
.....	.....	8.15	.....	7.15	222.0	Ha Ha Bay Jct.	8.15	7.15	.....	.....	.....
.....	.....	e 8.30	.....	† 7.30	227.0	Ar **Chicoutimi** Dep	† 8.00	e 7.00	.....	.....	.....
		A.M.		P.M.			A.M.	P.M.			

Timetable showing stations and distances on the Chicoutimi line.

It was about 6:30 in the morning — dark, eh. I just opened her up to get up mile 14 hill. About one mile, maybe a mile and a half from the west switch at Montauban, Mileage Post 13, there is a long curve to the right from my engine. I am looking out and see just a blink, like that. Then I saw about a 10 foot shine on the outside rail. In a split second I saw the shine come right around, probably coming about 40 miles per hour. I hollered, 'Head on!'

My brake was cut out because it was handled by the lead engine. I went to put my brake into emergency, but Terry had it on and I heard the air zing, right through the whole train. We had a long poker in the cab that was always against the door. I got my hand on the poker, grabbed the door handle. Just when I opened the door, they hit.

I did what we used to call the bird act. I was thrown about 10 feet in the air. Well, you don't know where you are going: you just fly out the door. I saw a white sort of a bluish ring in the air in front of me with a picture like all my family in it. This was all in split seconds.

Now, what I don't know is did my feet leave the doorway before the collision or after. Anyway, before I hit the ground and was still conscious, I saw the 3483 – the second engine opposing us — coming at me maybe 50 to 100 miles-an-hour. It had slipped by the tender of its lead engine – the 3267. The nose of it dug 6 feet into the ground maybe 10 feet from me.

I'm between the nose of the 3483 and the tender of my engine. I lost my boots — how they came off I don't know! — and, my smock, my overall jacket. I never saw them again.

The first two engines, 4003 and 3267, drove into each other up to the first driving wheels. They stood upright. The weight of 16 bauxite cars and 21 aluminum cars just pushed them right in through the iron. You know how much steel is in front of the drivers? Pilot and smoke box, everything, just welded in there. It took them six days, to cut them apart with torches.

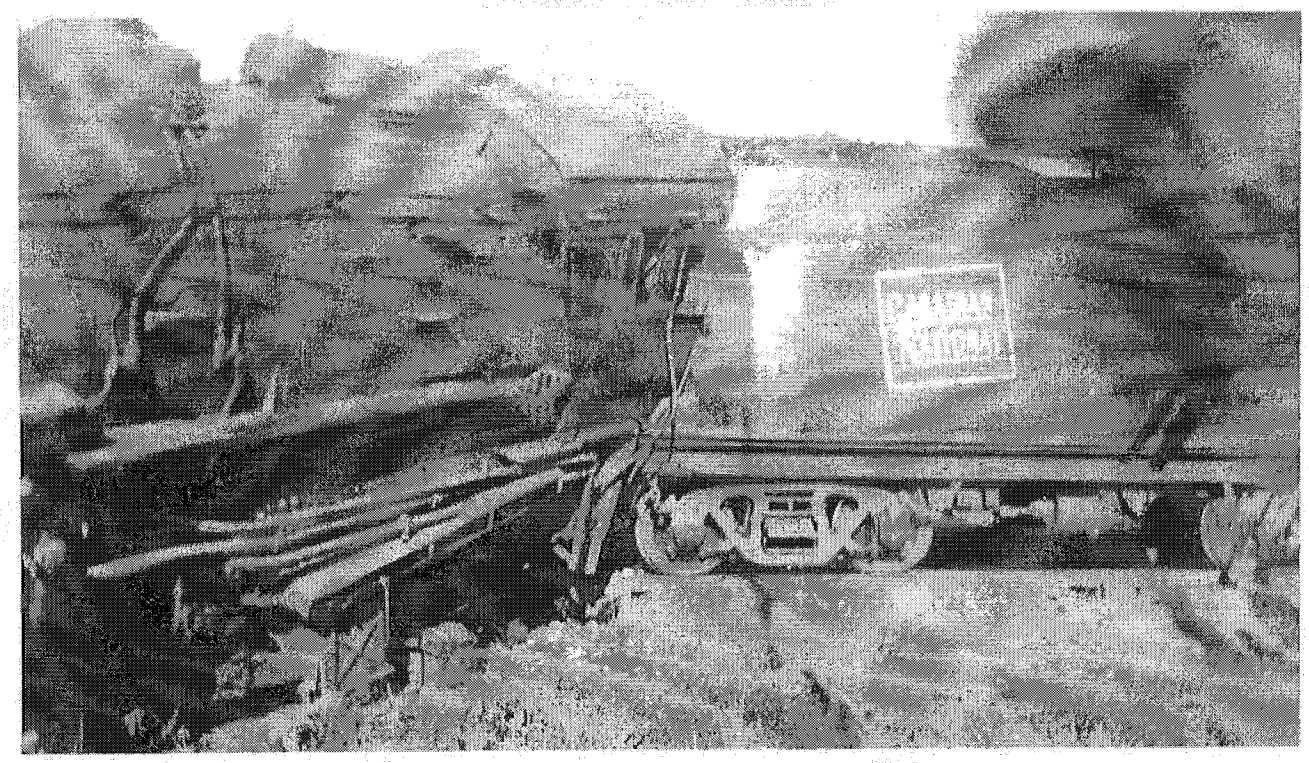


Photo showing the position of 4204 after the collision. A note on the back says "The one I was on".

My engine, 4204 was turned side ways headed toward a 30 foot dump. Part of it was just hanging there. And there were four boiler pressures going off. That sound was heard ten miles away.

There were 5 cars of aluminum piled up on my train. I really don't know how many cars of bauxite ore were piled up on the tender of the engine opposed to us. That tender was rolled up into a ball-like shape, squeezed like an accordion. Aluminum ingots are real heavy. And how do I know that? Because I saw the damn stuff come through those cars. The first five were just piled up like that.

Now the sad part. Terry did the same thing but he didn't get out fast enough and it threw him out to the front of his engine. I saw Terry there, head-first down about 3 feet in the gravel with his leg wrapped around the guide bar, broken just like a rope. His head was pushed against a rock.

I went into Terry's cab to get a shovel. I saw the brakeman, Marcel, up against the boiler butt. The tender diaphragm had pushed through and his head was boiled to a small lump by the steam from the throttle gland which had blown out. Pretty near off, just about that much left. And a big ball of blood there. Well, that's what got me. I shook his leg and he was sure dead.

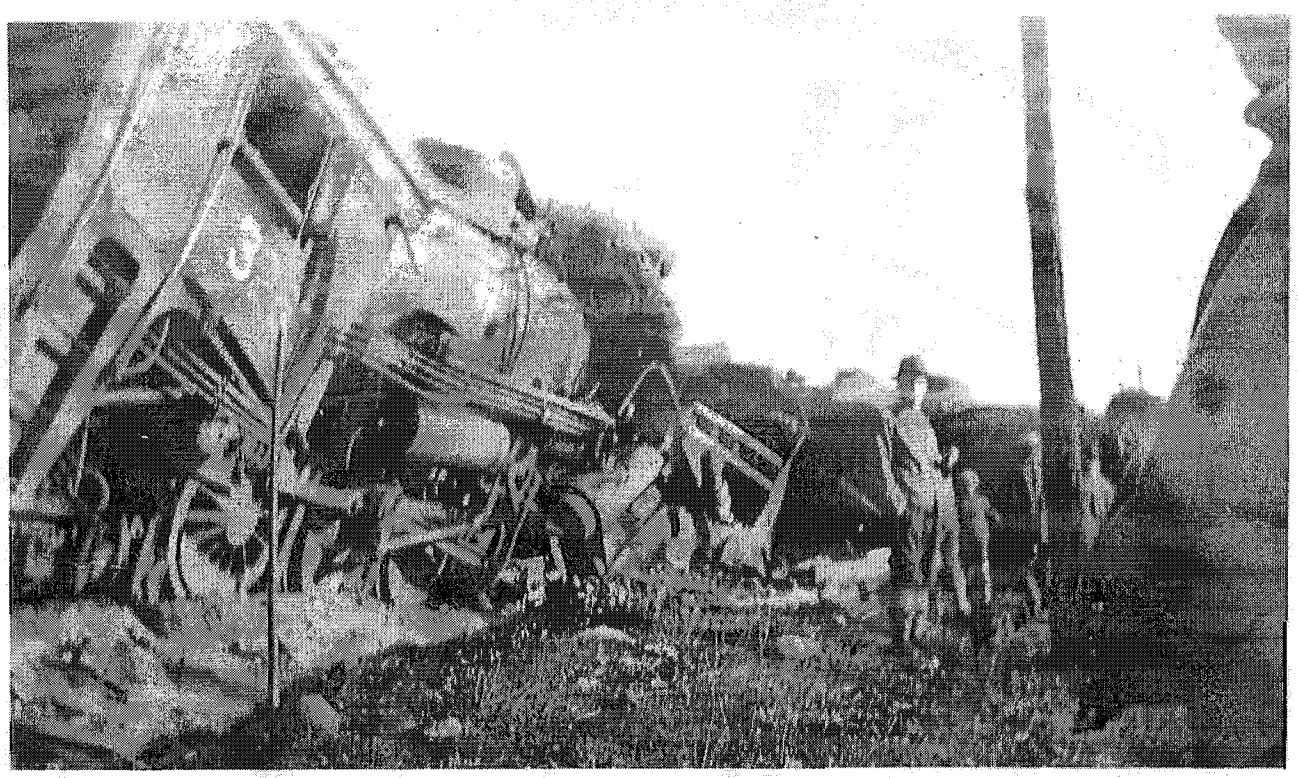
McGovern's coal shovel was too big to shovel gravel so Ty decided he would run back 21 cars to the caboose.

When I got back to the caboose I said to Jimmy [Rody] 'I want one of those pointed-nosed shovels, and look, I got on no boots! Where did my boots go?' I'd walked all the way back through two inches of snow in my socks! He said, 'What's the matter, did the relief valve open?' because he could hear the steam. I said 'The relief valve, we had a head-on and everybody's dead!' That's when he first knew about it and he said "Holy Jesus!" So we got the pointed-nose shovel and got boots on —pair out of the caboose — and ran back.

The second eastbound engineer, Simard, was a young fellow. He walked to the back of my train. I met him when I was coming back with the shovel. His face was torn off on one side. All off. He died while on the way to Quebec City.

I started to dig Terry out. His head was on a rock about a foot square, the hot cylinder on his face, head flattened against the rock. He was conscious and talking to me. I had to dig under the rock, and it fell down and his face came right out. Terry's head came back to normal size He said it was the first wreck he ever was in. And he didn't say much more. He said that much. I tried to pull the rock out, and I couldn't, down there three feet. It was a rock like a marble. We got Terry out and his eyes were blind, burnt. Steam blowing in there burnt his eyes. Terry died in the caboose on the way to Quebec City. He had third degree burns and his legs and back were broken in many places.

I looked around at engine 3483 that flew in the air and came down right in front of me. The fireman was a fellow named Bernier. He was at the side of the engine, with one leg stuck in the driving box of the central driver, alive! He asked me for a cigarette. I don't smoke, I couldn't give him one. I pulled him out and one leg was cut off about half way to the knee, all cords and ligaments hanging. but he was otherwise OK.



Locomotive 3267 after the wreck.

This is a funny story, this one. I thought he had blond hair and I saw him after in North Bay and he had black hair. If he dyed it or not, I don't know. I don't think so.

I looked into the 3267. Here's Loriane Downey cooked right up. He was the engineer on the leading engine. He was a friend of mine from Cochrane. He was thrown up against the air reverse lever. His fireman, Prevost, was some place on the deck there and he was cooked. The steam pipes broke in the cab — just boiled and cooked them. They never got out.

Jimmy Rody the conductor had sent out the tail-end brakeman with a flag to protect the rear of the train before Ty got to the caboose.

I don't know that brakeman's name, he used to work in the government. He went out flagging and we never saw that guy again. Where he went, we don't know. As I heard it, he never stopped till he got to Ottawa. He quit.

My left thigh was all black and blue and my neck was stiff. It should have been broken. But I used to exercise my neck and still do. I always said I had the strongest neck in the CNR. But probably a big rock hit me there. I was black and blue for weeks. But it didn't bother my walk or beer drinking or anything like that. That's all I had. If I was knocked out I, don't know. I was the only one alive around there! That's the way it seemed to me.

I think I left the engine before the hard hit came. I do know. I jumped hard as I could jump. Well, it must have been awful close because already this second engine opposed to us was in the air ten feet in front of me and dropped just like that.

Then, Rody and I walked back to the station about a mile and a quarter to report the wreck.

When we walked back to the station I see this young kid sitting there. He was about 18 years old and he was the operator! Now why this wreck happened is because he had had only about five shifts. His father was the agent and he had trusted him enough to work the night shift. The kid knew the Morse Code but he made one little mistake. My engine was 4204. He should have given us the meet with 4204, and he had a meet there with 4208. Eight on the Morse Code is four dashes and one dot, four is four dots and a dash. That mistake caused the wreck. When I walked in there, he was sitting there. Well, I was going to throw him out the window but his mother and father were standing in the doorway so I cooled off. A good job!

Anyway, we got the message out. A caboose hop from St. Tite came out with help next morning. Well it looked so bad, I thought the railroad's finished there. There's no way they are going to clear it away. I had to hang around until the Superintendent came. I think it was one day.

Jo Randa, Ty's wife at home in Cochrane, heard the news that morning about 8:00 am from the locomotive foreman's clerk. Recalling this, many years later, she said: "He called me and said that there had been an accident, but he didn't know too much about it yet. I couldn't find out. I was phoning the office all day trying to find out. They didn't know whether he was alive or dead. They didn't know 'til later on at night."

I didn't get any word to Jo until 9 o'clock at night. I got on the phone at Rivière à Pierre and told her that I'd

been in an accident in the morning. You know she thought I was dead like the rest of them. I was the only engineer living though. Why, I don't know, but there were no steam pipes broken in my cab. My fireman hung on with his knees on the arm rest — you know, the arm rest on an engine. He hung on to the hand rail on the outside until it stopped. He was all right after that.

Oh, one funny thing. We went to Joliette to get our stuff and go home. Armand lived in Shawinigan Falls. You'd never believe this. Armand and I were standing on the platform, Some guy that I'd never seen before in my life came up and shook hands with me – an English speaking guy.

Armand had a long lunch-box made out of tin. It was about a foot long, six inches wide and about ten inches high, you know — with a handle on it. And it got squashed between the seat and the boiler there. Now it was about a foot and a half long, and two inches thin, with the handle still on it. I still remember it.

During the investigation, when the boss ask me how it happened. I said, 'We were cleared on a red board..' I said, 'I have the clearance paper. It was in my jacket and I don't know where the jacket is.' He said, 'Never mind, we got 5 copies. Go back to work'.

I went home for two weeks and I got into the beer. I didn't think I would railroad any more. Every day I'd go out to Chamandy's Hotel. In the beer parlour they'd say 'Old Randa's lost his nerve.' Yeah, maybe for 6 months I had a head-on in every curve. That's how bad it was.

So, I went back and they gave me a trip to break me in from Garneau to Quebec City, going the other way. So I went on one trip. The next trip I went back to work on the usual pike. There was a big track around the wreck place. It was two weeks when they finished the job. Oh, it was a hell of a big curve! I looked at it, and away we go. And I've never stopped since. It never bothered me a damn bit as far as work was concerned. But thinking about it used to get me.

One time I was in the top bunk in Lac Edward and I had a nightmare. There was a bunch of guys playing poker in the corner. I fell out of the bunk, or jumped out of the bunk and I walked all around them. I can still remember. I never said a word and they never said a word. About eight guys playing poker. I went back to bed. That was about the worst thing I had. I still have funny feelings.

A fellow named Tim Deagan, from Montreal, he says 'If they start bothering you,' he says, 'you go see a psychiatrist right away.' He knew about it. He'd had a wreck. You don't get over these things. Never. Right to this day, the public down there blamed me for that wreck . . .

That poor brakeman, Marcel Martel! That was his first trip, too.

Fifteen men were involved in the two running crews, eight in the westbound crew and seven in the eastbound crew. Four men died upon impact: Head-end Brakeman Marcel Martel in westbound lead engine 4003; Engineer Loriane Downey, Fireman Léo Prévost and Head-end Brakeman Paul Tremblay in the eastbound lead engine 3267. Two more died on their way to hospital: Engineer H.E. (Terry) McGovern of the 4003 and Engineer Simard of the second eastbound engine, 3483. The injured included : Firemen Armand St. Pierre and Pierre Vezina on the 4204, Fireman J.C.A. Brault on the 4003 and Fireman J.H. Bernier on the 3483.

Westbound Conductor Jim Rody was unhurt, as was his tail-end brakeman, whose name – and fate — remain unknown. Similarly unhurt were the unidentified eastbound conductor and tail-end brakeman.

A short news-story of the wreck had appeared in the Montreal *Star* and *Le Devoir* on Tuesday November 10, 1942.

Along with other vexatious unknowns related to this incident, it remains to this day an open question whether the operator who was fired was in fact the cause of the wreck. The historical record is all but impossible to secure through the usual public channels. Local speculation suggests that the error may not have been in the sending.

A compelling storyteller, Ty Randa was 77 years old when he agreed to unfold this tale to Jim Robertson and the author, Don Robertson. Ty Randa — Toivo Christian or T.C. — was born August 9, 1905. This event happened when Ty was 37 years old.

Ty was a bushman and an adventurer through and through. While railroading may have been his day job, prospecting was his passion. Ty's brother-in-law, my father, Don "Robbie" Robertson, a CNR conductor, once said of him, admiringly, that if you dropped Ty into the bush anywhere he'd be able to find his way out. By Ty's own reckoning, he had escaped death, like the proverbial cat, nine times including three drownings, two bouts of severe pneumonia, two airplane crashes, a heart attack and a very badly-fired bullet.

Like all stories, this is a jewel: it can be regarded absolutely as a thing in itself or it can be examined through any of its facets revealing different perspectives. At a very simple level, this is the story of a man who went to work early one morning with a new hat on his head, encountered tragic misadventures during the day, came home at day's end with a bruised hip, sore neck, his new cap still on his head, but changed forever by his experiences.

At some level, Ty's story represents a cautionary tale about a breakdown in a severely compromised railway system. The missed orders were a symptom of a problem greater than the simple miscue of Morse code information: the real gremlins were worker inexperience, equipment breakdown and line overloading. Or, as Ty put it so aptly, *We were running trains over trains!*

But, taken in the context of Ty's eventful life, I see this story rather as another exciting moment in the saga of a truly colourful and endearing individual.

Ty Randa died on March 31, 1993 – ironically, on his wife Jo's birthday. He was in his 88th year. In her 93rd year, Josephine Smith Randa still resides in Cochrane.

Don Robertson

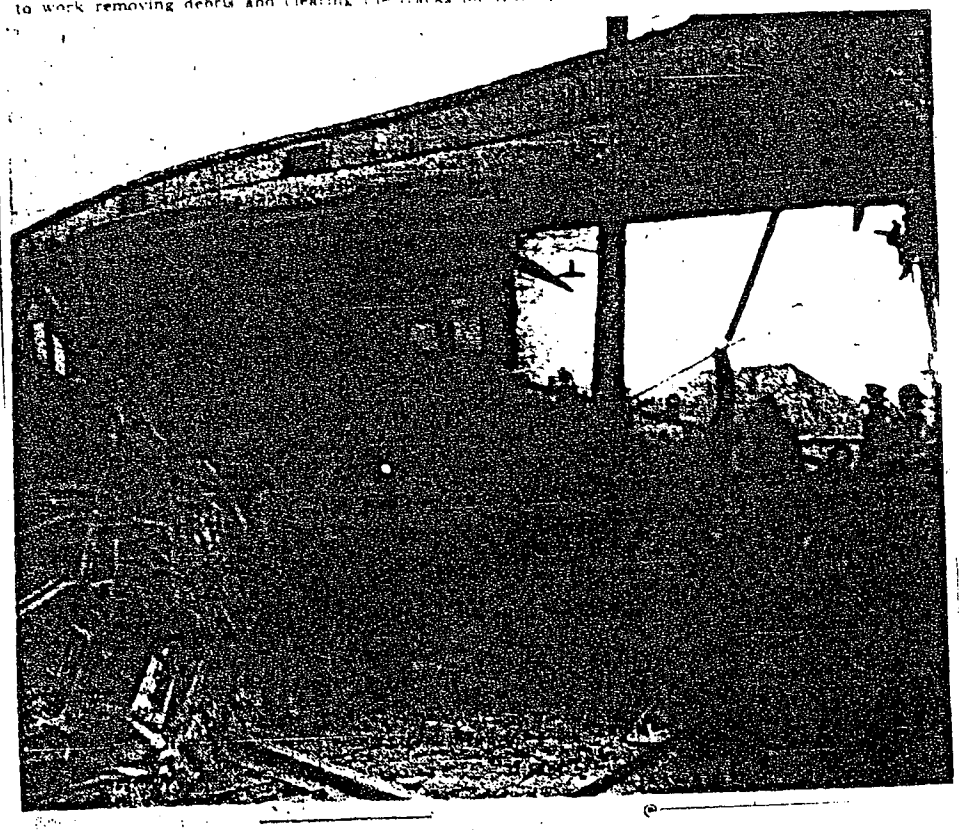
Toronto, October 31, 2004.

he Montreal Daily Star.

MONTREAL, MONDAY, APRIL 26, 1948

Splintered Wreckage of Hawkesbury Train Coach

This was the last coach of a Hawkesbury-bound train after the locomotive of a Laurentian mountain train had ploughed into it at St. Eustache-sur-le-Lac Saturday. The impact tore flooring, seats and sides, left a gaping hole in the car. The Star photo above shows how far into the coach the engine had penetrated. Below, is a glimpse of the interior, taken shortly after the crash as workmen went to work removing debris and clearing the tracks for traffic.



25 Are Hurt in Train Wreck; Alert Crew Prevent Disaster

Only One Taken to Hospital After C.N.R. Engine Hits Train at St. Eustache-sur-le-Lac

A QUICK-THINKING engineer and an alert conductor were credited today with the cool, calm action which prevented a possible disaster and probable panic in the crash of two Canadian National Railways passenger trains at St. Eustache sur-le-Lac Saturday afternoon.

APRIL 28
1948

TOMORROW SUN RISES 7:32; SETS 4:35 PRICE THREE CENTS

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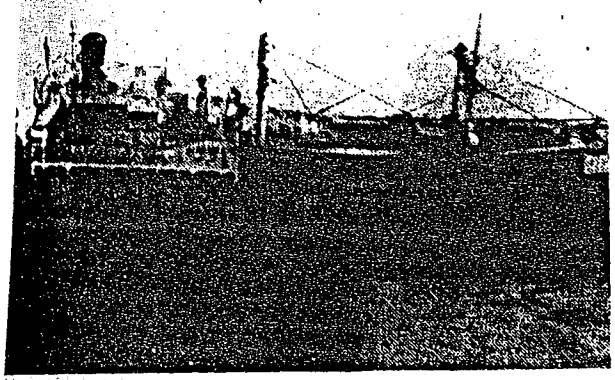

C. CONNOLLY, abandoned at sea after fire raged out of control lantic Ocean, 900 miles east of New York. The ship outbound from was carrying 5,000 coffins for the return of World War II dead to bers and the lone passenger of the ship were rescued from life- nday aboard the freighter Union Victory.

April 26,

Flyer Hits CNR Local Head On

Rumor Puts Toll At 15 Dead And 43 Injured

WYKES, Que., Jan. 14 — (Star Special) — C.N.R. train crews and passengers battled a howling wind and 35-below-zero temperature today to remove a rumored 5 dead and 43 injured in one of Quebec's worst rail disasters in the north.

The crash occurred here when the Transcontinental flyer, out of Quebec, smashed head on into the rear of the local bound for Abitibi.

Medical Aid Rushed

Every available nurse and doctor in La Tuque, 90 miles east of here, was placed on a special C.N.R. emergency train and rushed to the scene. The engineer was given instructions to pick up doctors and nurses at other points along the line.

The rescue train was expected to reach the scene at 2.30 o'clock this afternoon.

In the meantime injured were given first aid by trainmen and passengers.

Names Unavailable

(The Canadian National Railways office in Montreal set the death toll at five and said that 43 were hurt, three of them seriously. It said the engineer, brakeman, and baggageman of one train were believed dead. The name of the baggageman was said to be Vaillancourt. Other names were not obtained.)

Most difficult job of those on the scene in this bleak, desolate area was checking up to find the actual number of wounded and dead and removing the wounded to a place of warmth.

(Wykes is approximately 400 miles by air northeast of Montreal, and is on the C.N.R. line between Quebec and Rouyn. It is about 250 northwest of Quebec.)

Because of the lack of telephone communications details of the crash are limited. A telephone line is being kept open to relay emergency messages; but Wykes' only communication with the outside is telegraph. The operator of the line at Senmore said he had

April 26
1948

25 Are Hurt in Train Wreck; Alert Crew Prevent Disaster

Only One Taken to Hospital After C.N.R. Engine Hits Train at St. Eustache-sur-le-Lac

A QUICK-THINKING engineer and an alert conductor were credited today with the cool, calm action which prevented a possible disaster and probable panic in the crash of two Canadian National Railways passenger trains at St. Eustache sur-le-Lac Saturday afternoon.

Twenty-five passengers received slight injuries and shock but only one man was taken to hospital and he was released after treatment.

A railway spokesman said today an investigation was under way.

Hit Stationary Train

The accident occurred when a Laurentian-bound train ploughed headlong into the rear of a stationary train in front of the St. Eustache sur-le-lac station, 17 miles from Montreal. The stopped train was bound for Hawkesbury, Ont.

The impact smashed the entire rear half of the last coach on the stationary train, tearing out seats and flooring and ripping the wooden coach's sides. Debris littered the tracks over a large area. The locomotive of the rear train was only slightly damaged.

Railway officials said the smashed coach of the Hawkesbury train was empty at the time. A few minutes earlier, however, it had been crowded with passengers who disembarked at St. Eustache sur-le-Lac.

Heard Crash Mile Away

Even with the terrific impact residents heard the crash a mile away—neither train was derailed.

Alec Carpentier, of 1256 Dorchester street east, engineer of the mountain-bound train, told The Star he sighted the stopped train after crossing the bridge linking Laval sur-le-Lac with St. Eustache sur-le-Lac. He said he applied the brakes, but to no avail.

Carpentier said he stayed with his locomotive until it crashed into the front train. Uninjured, he jumped from the cab and turned off steam valves to prevent a possible explosion. Officials said he had done "an act of bravery" in taking measures to avert possible further trouble.

Calmed Passengers

The conductor of the same train, Rene Desrochers, of 5887 Cartier street, was thrown onto the side of a seat when the crash occurred. He got to his feet quickly, however, and called to passengers to be calm and avoid panic. He was quoted as telling the people that the danger was over and urging them to walk to the exits.

The passengers in the moving train were thrown from their seats onto the floor by the impact, but Desrochers' words prevented a dangerous rush for the doors.

Reported Wreck

William Barrett, of 727 Hibernia road, a passenger on the moving train, rushed into a restaurant after the crash, called the operator on the telephone and asked her to "notify Montreal" that an accident had happenid.

Pat Quesnel and Michael McCarthy, of St. Eustache sur-le-Lac, heard the crash as they were walking along the road and ran to the scene to give first aid treatment to victims.

Residents contacted three doctors from nearby St. Eustache, Dr. Paul Grignon, Dr. Y. Corriveau and Dr. A. Thibaudeau, who treated the injured at the station. A General Hospital ambulance wa-

[illegible]

For LaTuque Next Monday

PARENT, Que., Jan. 15—(C.P.)—As railway workers cleared away the last of the wreckage and traffic began to move again on the Canadian National Railways line here, the death toll in yesterday's train crash was placed definitely at nine today.

Fifty-five were injured.

"Eight of the dead were passengers and one was a railway employe," said a Canadian National Railways spokesman who made an official check on the crash of train No. 21 into frost-stalled train No. 11 in 35-below zero weather about 8 a.m. yesterday.

C.N.R. Lists Dead

The tentative list of dead, all from Quebec province, as announced by C.N.R. officials:

Robert Lafleur Burns, 19, and Gerard Lafleur Burns, 22, both of Vaudreuil Village; Georges Barbeau, Montreal;

Alfonse Guertin, 19, Roger Guertin, 21; Noel Valois, 19, and Germain Valois, 25, all of Isle Dupas; Roger Hebert, 23, St. Samuel; and J. A. Vaillancourt, Quebec City, baggageman on one of the trains.

"The line now is cleared of wreckage and traffic is moving again," said the C.N.R. spokesman.

He stressed that only nine bodies had been found and that earlier reports that the dead might number as many as 20 were unfounded.

Of the injured three were seriously hurt and were flown to Quebec City for hospital treatment. Others were given treatment on the scene and then continued their journey aboard special trains which went to the scene of the wreck.

Inquest Monday Afternoon

It was announced that an inquest will be held at La Tuque at 2 p.m. Monday.

One of those who last night expressed fear the death toll would be greater than the officially-confirmed nine was Dr. L. G. Bolduc, of Senneterre, Que.

The collision occurred at 8.05 yesterday morning at Wykes, in Quebec's bleak northland 175 miles east of Val d'Or and 250 miles northwest of Quebec City, on the C.N.R.'s transcontinental line. There are no other means of communications but the railway and its private telephone system.

Witnesses said that the weather was overcast when the C.N.R.'s crack express ploughed into the rear of a local, stalled on a curve. A steel sleeper on the rear of the stalled train was sent hurtling into the car ahead.

All the dead were apparently passengers of that coach, said to have been partly made of wood. The local—No. 11—had 11 cars in its make-up, while the express—No. 21—had 10.

Warning Flare Too Late

No. 11, bound for Cochrane, Ont., was already an hour and a half late when it pulled to a stop on the curve near Wykes, while the express train was running only 10 minutes behind schedule.

Apparently the local train had developed locomotive trouble because of the extremely low temperature—35 below zero. Signalman Marcel Paulin went back to place a warning torpedo on the track ahead of the curve.

Before he could do so the express came roaring down the transcontinental [illegible]

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rushed to St. Eustache shortly after.

"Had The Signals"

Train crew members were quoted as saying they "had the signals" as the mountain train approached St. Eustache sur-le-lac shortly before 3 p.m. The Hawkesbury train, which had left Montreal's Central Station 20 minutes earlier, was believed to have been delayed at St. Eustache by a heavy load of express freight.

The only person taken to hospital was Ernest Stonebridge, who gave his age to General Hospital authorities as 77 and his home as Morin Heights, Que. He was later released from hospital.

List of Injured

The list of other injured, all treated on the scene, follows: Miss Helen Kesnel, 11322 Patricia street, arm bruises; Mrs. Marcel Brunette, Montfort, Que., injuries to the left hip; Mrs. Vincent, 8317 de Gaspe street, chin injuries; Mrs. Simard, 2130A Chambly street, slight bruises; Mrs. MacKenize, 590 Rosalind avenue, Westmount, bruises; Herve Provencher, Sherbrooke, Que., bruises; Olivier Deschamps, St. Benoit, Que., arm injuries; Fred Hafner, 359 St. James street west, arm injuries; Mrs. W. Y. King, Cushing, Que., head hurts; Mrs. C. Frampton, 3479 Azilda street, shock and bruises; Mrs. Lila Aumais, 2460 Lacordaire street, shock and bruises; W. Cannon, 799 Melrose avenue, Verdun, bruises; A. Howard, 265 Lagauchetiere street west, shock; Mrs. A. Howard, 265 Lagauchetiere street west, shock; Miss Irene Biberosche, 265 Lagauchetiere street west, shock; G. T. Drew, 230 Elm avenue, Westmount, back injuries; C. V. Stamworth, 1664 Mullins street, contusions; George Rafferty, 2368 St. Antoine street, shock and bruises; Mrs. Champagne, 757 Lauzon street, head injuries; Mrs. J. H. Beauchemin, 995 Church avenue, Verdun, bruises; Miss G. Deneault, 2297 Rachel street east, neck strain; Harold Brownell, 114 Sixth avenue, Ville LaSalle, shock; C. E. Brownell, 114 Sixth avenue, Ville LaSalle, arm injuries; R. J. Parry, 518 Fortune street, bruises.

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