

Local Railway Items from Area Papers - Walkley Line

26/02/1909 Eastern Ontario Review Walkley Line

C.P.R. Improvements

While the appropriations for constructuin work on eastern lines have not yet received the signature of Thomas Shaughnessy and cannot consequently be definitively announced there is one piece of work that weill certainly have a place in the year's programme and that is the double tracking of the line between Vaudreuil and Smith's Falls.

The C.P.R. double tracking on what may be called the home stretch on the western lines has been in progress for two seasons. Last year the grading and tracklaying was completed from Smiths Fall's to Finch and a good deal was done until the severe weather put an end to operations on the line between Vaudreuil and Dalhousie Mills. This will be finished and the gap between Finch and Dalhousie Mills filled in before the end of this summer.

Mr. James McDonald of Smith's Falls has the contract for part of the grading and Mr. J.P. Mullarkey has the rest of the grading and the whole of the culvert work of the section from Vaudreuil to Finch.

This will finish the double track from Montreal to Smith's Falls, but as to what the company will do beyond Smith's Falls nothing has been determined. There have been reports about the construction of the new grain line from Victoria Harbour to Georgian Bay, but this is at the moment hanging in the balance between this year and next, It is the president's pen that will turn the scales.

08/06/1949 Ottawa Citizen Walkley Line

Clearing land for rail cutoff.

Land in the Walkley road area south of Billings Bridge is being acquired gradually by the Federal District Commission, it was learned yesterday.

The property will be used as a railway cutoff to handle the make-upof trains now being done in the Bank street yards of the Canadian National Railways.

Ottwa real estate representatives are handling negotiations for the FDC with 40 home owners in the Russell road area, which is scheduled to be the new industrial area in the Greater Ottawa blueprint.

30/09/1950 Ottawa Journal Walkley Line

Picture - King Size Scoop - this DW10 Caterpillar Diesel scraper dwarfs the shovel in the hands of Joseph Boileau of Hull, but both have their part in a \$200,000 scraping job that will see the levelling off of the five mile railway cut-off south of Ottawa. The scraper can dispose of 10 cubic yards of earth in a few minutes. Therrien Construction Company has the contract with the Federal District Commission for the job

Joe McVeigh, who used to farm 70 acres in Ottawa about two and a half miles south of Billings road on a concession road just east of the Metcalfe highway was downcast yesterday.

Joe was out of business as a farmer. He is now employed by the R.L. Crain Limited firm.

Joe's farm, house and barn has all been expropriated by the Federal District Commission to become part of the new railway cut-off from Hawthorne to near Bowesville road.

A crew from the Therrien Construction Company, were at work on the McVeigh farm.

They had brought in the first of the heavy equipment they are going to use to grade the land down two and a half feet.

They use scrapers with Diesel engines and, to insure their traction in the wet ground, a tractor bulldozer is pressed into service.

The scraper carries off 10 cubic yards or earth and the average trip is about 20 minutes.

The Therrien firm has 16 cubic-yard scrapers but they haven't reached Ottawa yet.

It won't be long before Joe McVeigh's house, barn and other farmers' homes nearby will be pulled down and the fields cut down to the proper railway grade.

Meanwhile there are cows relishing the rich autumn pastures before those scrapers start cutting.

16/02/1971 Ottawa Journal Walkley Line

Six Cars Of Train Derailed

An ice build-up and drifting snow from the weekend storm has been blamed for the derailment early today of a freight train on the Walkley rail line, near Russell Road. There were no injuries.

Six cars of a CNR freight train, departing the Walkley marshalling yards, left the tracks at 2.35 a.m. A CN spokesman said the derailment would cause few problems for other rail traffic and other trains are currently being rerouted around it.

Repair crews from Montreal had put four cars back on the rails by noon today and a CN spokesman said the track should be cleared by evening.

The spokesman said there would be an investigation to determine why the snow built up at that particular point.

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17/02/1971 Ottawa Journal Walkley Line

BLAME IT ON THE STORM

An ice build-up and snow drifts from last weekend's 22-inchesnowfall have been blamed for the derailment early Tuesday of six cars of a CN freight train in Ottawa's south end. Rail traffic was re-routed around the site on the Walkley Line near Russell Road and repair crews from Montreal, seen here at work, had the cars back on the rails by evening. (Journal Photo by Dominion Wlot)

Derailment causes city - CP Rail dispute

A train derailment which blocked the Hunt Club Road for three hours Sunday afternoon has touched off a dispute between CP Rail and the city of Ottawa. George Sayer, assistant superintendent for CP's Smiths Falls division, said the two diesel engines jumped the track because graders had covered the level crossing with gravel.

This morning, T. H. Dobbin, city engineer, said grading operations took place at 10.30 a.m. Saturday, and one train passed safely over the crossing a half an hour later.

Mr. Dobbin said the city accepts no liability for the accident and the railway would have to look for a cause other than the road graders.

No one was hurt in the derailment and both engines remained upright. They were pulling a freight train on the regular Ottawa-to-Smiths Falls run.

Hunt Club Road was blocked between Metcalfe and McCarthy Roads set up barricades and motorists, including those heading for Ottawa Airport, were rerouted.

An Air Canada official said he didn't believe anyone missed a flight because of the derailment.

Mr. Sayer said there was no problem with rail traffic since only one train uses the track each day.

CPR BLAMES CITY FOR DERAILMENT

Ottawa has been blamed for this train derailment at the Hunt Club Road crossing about noon Sunday. A CPR spokesman said a city grader didn't lift its blade while crossing the tracks and piled gravel and ice between the rails. Two engines and one car of an Ottawa-to-Smiths Falls freight train went off the tracks. CPR workmen restored service on the line in about three hours. The CPR spokesman said the matter would be taken up with the city today.

Rail service cuts truck traffic

Ottawa motorists will have to contend with at least 2,000 fewer transport trucks this summer, thanks to the Ottawa Central Railway's new distribution centre.

The new facility allows goods shipped via train into Ottawa to be transferred to trucks and carried short distances to local destinations.

Pulp and paper giant Domtar Inc., the first to use the new arrangement, will transport products from Espanola, near Sudbury, to the new facility on Albion Road South. Then the goods will be transported by small trucks to Domtar's manufacturing facilities in Hull.

"It's a wood-pulp product from a Domtar plant that for years, has been shipped on the highway," said James Allen, general manager of the railway.