

Local Railway Items from Ottawa Papers 1921

Thursday 05/05/1921 Chesterville Record Winchester Chesterville

Sunday morning shortly after midnight a train consisting of eighteen express cars passed through this point loaded with booze, getting away from the new Quebec liquor law which went into force on May 1st. The shipment was unloaded at Smiths Falls where it is kept guarded by a special squad of Express Co's constables.

07/07/1921 Ottawa Journal Smiths Falls

CNR announced that it would run a special train from Forfar to Ottawa on July 12th for the local Orangemen

08/07/1921 Ottawa Journal Carleton Place Island Park Drive

CP is told that it must provide a railway crossing for the future Island Park Drive; currently unoccupied land in Ottawa's West end.

19/07/1921 Ottawa Journal Carleton Place

On Slidell Street, near Ottawa West, complaints that the gates are open onto the Shepard and Morse Lumber Company, and they should be closed when no one is around. This is the first siding listed on the old Chalk River Subdivision leaving from Broad Street.

Wednesday 10/08/1921 Ottawa Journal Waltham Aylmer

Account of Aylmer fire. No reference to the railway or station.

Ottawa Journal August 11:

--Damages caused by the conflagration to the trolley system of the Hull Electric Company at Aylmer is estimated by Mr. G.G. Gale, general manager of the company, at \$2,000.-- The damage done to the trolley system only extended for a short distance on Main street approximately 700 feet. .

Fourteen hundred feet of trolley wire was destroyed and 14 posts were burnt to the ground. Repair gangs were at work all last night and this morning repairing the break and replacing posts to enable the service to be resumed along Main street this afternoon.

Latest report from Aylmer was to the effect that the cars would travel through the town route instead of by the lake shore by 3.

This account contains a very full description of the buildings lost and the C.P.R. station is not included.

Thursday 25/08/1921 Chesterville Record Chalk River Carleton Place

What Operator Barclay considers his closest call he ever had in all his years of railroading, came to him last Saturday night during the electric storm, when he had a narrow escape from being electrocuted. The lightning was evidently playing with the CPR telegraph wires out in the country as spurts of blue flames were observed issuing from the instruments in the office from time to time after the flashes. The climax came when a particularly vivid "chain"; when the entire switchboard was suddenly blown out in Mr. Barclay's face, and he received a shock which dazed and blinded him for some time, together with slight burns on the forearms, but fortunately suffered no really serious injury. The report of the explosion was heard in all parts of the building and several people rushed to the office and soon had Mr. Barclay on his feet again. He is around as usual and continuing work, evidently none the worst of his accident.

Thursday 20/09/1921 Ottawa Journal Renfrew Driveway

The proposed level crossing of the Ottawa Improvement Driveway, later FDC Drive, now Island Park Drive, at the GTR/CNR was opposed by the Grand Trunk Railway (formerly CAR) . (CP opposed the same crossing, both railways wanting an overpass). This is the site of the current overpass on the Queensway at Island Park Drive.

Friday 03/12/1921 Ottawa Journal Renfrew Driveway

Board of Railway Commissioners approves level crossing of Grand Trunk and the Driveway, but there must be wigwags on both sides of the tracks.

Wednesday 14/12/1921 Ottawa Journal Lachute Montcalme Street

Chelsea Road gates (I believe this is now Montcalm Street, as that is the only crossing that had gates in Hull that I know of) were smashed through along with the lanterns that sat on the gates. The story said that the gates were down for a light CPR engine "2,599". The motorist drove through the gates, and then extinguished his car's headlights and tail lights so the police could not track him down at night.