

Local Railway Items from Area Papers - 1921

15/02/1921 *Ottawa Journal* *Lachute* *Gatineau Point*

Track cleared.

The C.P.R. North Shore route at Gatineau Point where the Montreal-Ottawa night train was held up last night for several hours owing to a derailment was cleared shortly after midnight.

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.

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.

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 worse of his accident.

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.

12/10/1921 *Ottawa Journal* *Locksley* *Dore Bay*

TRAIN JUMPS TRACKS SEVERAL ARE INJURED

Believe Spread Rail Is Cause of Dore Bay Derailment

Eganville, Oct 11. (Special.) Two rear coaches of the G. T. R. Pembroke-Golden Lake train jumped the track at Dore Bay, five miles from here at 3.30 this afternoon. Fortunately the cars did not overturn, but the shock was sufficiently severe to break all the windows in the cars and injure a number of passengers. A spread rail is believed to have been the cause of the derailment.

Mr. Thos. Sharp, of Caldwell, Ont, one of the passengers, was the most severely injured. He suffered several cuts about the head from falling glass. Mr. Sharp, together with a number of other passengers who had been slightly injured, was brought here to Dr. Galligan's office for treatment.

A special train was sent out from Golden Lake, and all the passengers were transferred to it. A wrecking train was immediately despatched from Ottawa, and it is expected that the wreckage will have been removed by morning. The Pembroke train leaving Ottawa at 5.15. p.m. was held up at Gore Bay station until the wreck can be cleared from the tracks.

Officials at the Union Depot, Ottawa, stated last night that while a wrecking train had been sent out, the wreck was not a bad one. The cause of the accident had not yet been reported to the head office.

18/11/1921 *Ottawa Journal* *Ottawa Electric*

Car Service Delayed

Street car service in Ottawa was practically paralyzed for 45 minutes last night owing to a derailment of an eastbound Bank street car on the temporary tracks on Rideau street, opposite the Union depot, at 9.15. The fender falling and catching in some timber caused the front truck to jump the track.

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.

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.