

Local Railway Items from Ottawa Papers 1922

16/01/1922 Ottawa Journal Hull Electric Ottawa

Fire destroys the Hull Electric Railway waiting room under the Chateau Laurier causing \$1,500 in damage. Firemen had an awful time getting their hoses down to the shelter.

21/01/1922 Ottawa Journal Prescott

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (in brackets, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

Friday 03/02/1922 Ottawa Journal Ottawa Electric

The St. Francis ratepayers association sent a petition to the Ottawa Board of Control to try to get the Ottawa Electric Railway to construct a new track, cutting off from the Somerset line at Bayswater, heading north along Bayview Road to Scott Street, and west to Westboro station along the CPR right-of-way.

This petition never went anywhere.

However, this is the first note indicating that Westboro station exists.

15/03/1922 Ottawa Journal Prescott

A 2 column story about the planned Wellington Street viaduct.

The City of Ottawa wants Toronto/Ontario Government to authorize Ottawa raising \$100,000 to pay for its share of the Wellington Street viaduct. Both Canadian Pacific and Grand Trunk say that this is a useless expense, and there is no need for a bridge at Wellington Street. (Of course, they don't want to pay their share!!)

21/04/1922 Ottawa Journal Carleton Place Britannia

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

05/05/1922 Ottawa Journal Prescott Bowesville Road

Further to our notes regarding that bridge over Bowesville Road, now Riverside Drive, under which today's O-Train runs. It was an article of several paragraphs, but the gist of the article was: A new timber trestle is to be constructed at the Bowesville Road where the tracks cross the Prescott Subdivision. Several car crashes have occurred on the current structure due to the curve that the bridge roadway is on, an old winding bridge is there now.

Monday 21/05/1922 Ottawa Journal Renfrew

#52 from Depot Harbour had a broken axle on the coach just as it was coming into the Bank Street yards. The coach was set off on the main line to await repairs, and the passengers resumed their short journey into Bank Street in the baggage car.

Tuesday 22/05/1922 Ottawa Journal Smiths Falls

CNR inaugurates a 'Stag' sleeping car on its overnight Ottawa-Toronto trains via Napanee.

This was added as the male passengers were complaining that the women's restrooms were often occupied by females for an extended period of time in the morning, meaning that the men had only one lavatory at the other end of the car, and there was often a waiting line to get in, resulting in people alighting from the overnight train at Toronto at a very late hour. And this hampered switching operations at Toronto Union as well. Now this extra sleeping car would have both ends of the car in use by only the male occupants of this 'stag' car.

18/08/1922 Eganville Leader Eganville Eganville

Reduced Train Service

After this week the C.P.R. train service between Eganville and Renfrew will be reduced. The noon train will be taken off, leaving the morning and evening trains running on the same time schedule. The shortage of coal is the reason given by the company for the new arrangement.