

Local Railway Items from Area Papers - 1935

25/01/1935 Ottawa Journal L'Original

CNR is asking for right to abandon Hawkesbury line

Passenger trains have not operated for sometime over this route, board told.

Plans of the Canadian National Railways to abandon more than 80 miles of line in the Ottawa District were disclosed yesterday with the receipt by the board of control of notice from the Board of Railway Commissioners that the CNR has applied for permission to close the Ottawa - Hawkesbury line.

On Tuesday, the town of Pembroke was notified that the railway was seeking authority to abandon the Pembroke - Golden Lake subdivision, 20 miles of line on the ground that in 1933 there was an operating loss of \$29,932 and the territory could not be otherwise served with transportation.

Give similar reason.

A similar reason has been advanced for the desire to give up the Hawkesbury line, together with the Rockland - Clarence Creek line, a total of 61.2 miles.

Railway officials declared as only one freight train a week passes over the rails and passenger trains have not operated in years.

City solicitor Proctor was asked to check up and see if the corporation had made any bonus contributions for the road.

The main reason for the application is that the line has been a losing proposition for a long time. In a test, October, 1930 to September, 1931, the net loss was \$265,980, according to the railway statement.

They used to be a regular passenger service years ago but now there is only one freight each way each week. Since the C.P.R main line is only 7 miles to the south, there is a fine trunk highway and the Ottawa river is nearby, the application states that these other transportation facilities are sufficient for the territory. Line opened in 1909.

The line between Ottawa and Hawkesbury was constructed by the Canadian Northern Ontario Railway company and opened in 1909. In 1914 it became part of the Canadian Northern Railway company and subsequently part of the Canadian National Railways. The Rockland - Clarence Creek spur was opened in 1895. It was built by the old Prescott County Railway company.

Before highway transportation became so extensive with buses for passengers and motor trucks for freight, the line served the following places east from Ottawa: Orleans, Cumberland, Rockland and Clarence Creek, Wendover, Jessup, Treadwell, Alfred Center, Laframbois, Evanturel, L'Original and Hawkesbury. The line from Hawkesbury to Montreal is not affected in the present application.

25/01/1935 Ottawa Journal Locksley

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30/01/1935 Ottawa Citizen Locksley Pembroke

Oppose application of C.N.R. to abandon line.

Pembroke Jan. 29. At a meeting here tonight the Pembroke Chamber of Commerce decided to appoint a committee to join a committee of the town council in opposing the application of the Canadian National Railways to abandon the railway line between Pembroke and Golden Lake. J.P. Duff, president of the chamber was chosen chairman of the committee with power to name personnel.

01/02/1935 Eganville Leader Locksley

Proposal To Abandon Golden Lake-Pembroke Railway

Pembroke, Jan. 25. Renfrew County Council passed a resolution to be forwarded to the Board of Railway Commissioners opposing the application of the Canadian National Railways to abandon the line from Pembroke to Golden Lake.

Opposition to the application was voiced by reeves of the rural municipalities served by the line and by those from the western part of the county, where the only way of getting to Pembroke by rail is provided by this line.

R. M. Warren, Wilberforce, who introduced the matter, stated that the line once had been prosperous, and he believed it would be again. D. O'Connor, Arnprior, pointed out that the effect of closing the line would be more far reaching than a few cars of boxwood and pulpwood, as there is a large wholesale trade between Pembroke and the western part of the county, which would have to go around by Renfrew if this line were abandoned, with a corresponding increase in freight charges.

01/02/1935 Ottawa Citizen L'Original Rockland

Opposing application to abandon service

Want Ottawa-Hawkesbury C.N.R. line to remain

Rockland Jan.31. Protest was inaugurated by the Rockland Board of Trade against the application of the C.N.R. for permission to discontinue operation of the line between Ottawa and Hawkesbury including a branch between Rockland and Clarence Creek. A meeting of representatives of municipalities along the line has been called by the trade board for Sunday afternoon next at 2 o'clock at the L'Original courthouse to organize a joint action in opposing the railways application when it comes before the Board of Railway Commissioners.

01/02/1935 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

C.P.R. loses appeal on protection at bridge.

Application by the Canadian Pacific Railway for reconsideration of an order compelling them to erect a railing along either side of the Interprovincial Bridge as protection for pedestrians was refused in a judgment by the Board of Railway Commissioners for Canada handed down this afternoon.

The company is ordered to provide the protection at their own expense within 60 days of January 28, the date of the order.

15/02/1935 Ottawa Citizen Prescott

The building of the Bytown and Prescott Railway was a great boon for the farmers along the route. In the first place it meant ready money for those whose land was crossed or bisected by the rails. While the road was being built the farmers and their sons got work on it. The pay was only 80 cents per day, but 80 cents was a lot of money in those days. After the road started running the farmers found a ready market for wood from their bush lots - fuel for the old wood-burning engines. They got a dollar per cord delivered at the station platform.

Pembroke Protests Proposal To Abandon Railway

Pembroke, Feb. 15 - "The exorbitant high freight rates, particularly on short hauls, is forcing business to trucks," Dr. I. D. Cotnam, Conservative M.P. for North Renfrew, declared tonight in speaking before a public meeting called to protest the Canadian National Railway's application to the Board of Railway Commissioners for permission to abandon the Locksley subdivision between Pembroke and Golden Lake.

"Some attempt at revision of rates for short hauls on branch lines should be made and this should be contained in the protest to the commissioners," Dr. Cotnam believed.

The public meeting, which was called by Pembroke Town Council and presided over by Mayor Dr. M. McKay, decided to delegate Dr. Cotnam and Dr. M.J. Maloney, Conservative M.P. for South Renfrew, Eganville, to interview the railway commissioners and see if they will come to Pembroke to hear the protests against the proposed move.

23/03/1935 *Ottawa Citizen**Kingston (CN)**Iroquois*

At an inquest into the death of Thomas Gollidge held in W.E. Fitzsimmons undertakin parlours today, the jury returned the following verdict: "That he (Gollidge) deliberately threw himself in front of the way freight on westbound track about 4.25 on the afternoon of the 18th day of march, 1935, between mile posts 102 and 103 on the Canadian National Railways and we consider his death unavoidable by the train crew."

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15/04/1935 *Ottawa Journal**L'Orignal*

Are strongly opposing abandonment of line

Strong opposition to the abandonment of the Canadian National Railway's L'Orignal subdivision is expected to develop tomorrow when the application of the railway company is heard by the Board of Railway Commissioners.

Hawkesbury, Rockland, Clarence Creek and other other points served by the line will be represented by deputations at the hearing.

The line is 61.2 miles long and runs between Hawkesbury and Hurdman Station and between Rockland and Clarence Creek.

27/04/1935 *Ottawa Citizen**Beachburg**Beachburg*

If we are to celebrate Beachburg's centenary with all the eclat and unction the fine old pioneer settlement deserves, we simply must have a new railway station at that spot in the sun.

Dr. Cotnam represents Beachburg and all the rest of North Renfrew in the House of Commons and he didn't equivocate at all when he told Parliament a few days ago that a railway coach by any other name is still just a railway coach and not by any stretch of the imagination can you make a railway depot put of it. Yet that's the kind of thing Beachburg has had to look at ever since the railway station there was destroyed by fire in 1931.

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what a monstrosity 'twould be to find the proud name "Beachburg" tacked on to the side of an old drab and obsolete train coach in a county that gave to Canada the present minister of railways.

20/05/1935 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Morrisburg, May 18. Garnet Hutt sectionman on the Canadian National Railway here was instantly killed at noon today when struck by the C.N.R. train, the Maple Leaf Flyer, a short distance east of the local depot. He was seen by Wesley Smith, gateman at the Ottawa-Morrisburg crossing with whom he had been in conversation shortly before, to drop a basket he had in his hand, wave his arms and fall directly in front of the speeding train as it roared into Morrisburg yards. It is believed a sudden seizure made him fall.

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03/07/1935 *Ottawa Citizen**New York Central**Ramsayville*

Ramsayville man badly hurt when train hits truck.

Vehicle completely demolished as Lynden Campbell carried 300 feet along track.

Lynden Campbell, 35-year-old resident of Ramsayville, was seriously injured at 8.30 this morning and the truck in which he was proceeding to Ottawa was almost completely demolished when the vehicle was struck by the New York Central Railway's gas-electric train at a crossing on the Russell road approximately one and a quarter miles from the city. The truck, with Campbell still wedged in the cab, was carried 310 feet along the right of way.

Rushed to the Civic Hospital in the ambulance of George H. Rogers, Limited, Campbell was found to have received severe injuries to his right hip and other parts of the lower body and is sufering intensely from shock. At noon he was stated to be in a dazed condition and hospital officials said that the full extent of his hurts had not as yet been determined.

Reconstructing the crash from the skid marks n the highway, Campbell, who was alone at the time, apparently failed to either see or hear the train until he was almost on the crossing. He swung the truck to the left towards the ditch but was unable to avoid being struck. After being carried along the track, the heavy machine, laden with empty oil drums, toppled into a deep ditch to the left and Campbell was thrown out to the right.

People residing nearby rushed to the scene to render first aid to the injured man and in addition he was attended by a doctor, one of the passengers on the train. Dangerous crossing.

The crossing at which the crash occurred is a particularly dangerous one due to heavy bushes growing along the north side of the Russell road which obstruct the view of people driving west. Adding to the hazard the railway tracks take a sharp curve some 200 feet from the crossing and it is virtually impossible to see a train until the crossing is reached.

Speaking to The Citizen this morning persons residing in the vicinity stated that near-accidents are numerous there and that only yesterday morning a similar mishap was averted by a slim margin. It was pointed out that the gas-electric train operates so silently very little warning is given of its approach.

The train, which left Union station at 8.25 a.m. was operated by Engineer E.J. Leboeuf, 88 Osgoode street, and was in charge of Conductor George H. Broker. It was bound for Moira, N.Y. The accident was reported to the county police and was investigated by Sergeant Borden Conley.

Henry C. Smith of Ramsayville, owner of the truck, stated that Campbell had been in his employ for more than a year and that he was a particularly careful driver.

01/08/1935 *Ottawa Citizen**Chalk River**Renfrew*

Transients go to jail at Renfrew.

Choose ten days rather than pay fine for stealing rides on train.

Renfrew July 31. Five transientsFrank brindise of vancouver; Clifford brown, Ottawa; Wulliam Parker, North Bay; Ralph O'Dair, Vancouver, and Mattie Koskill of no address, appearing before Magistrate W.V. MacGregor in Renfrew police court today on charges of obtaining passage on railway trains without payment of fare were given the option of a fine of ten dollars or ten days in jail, the transients choosing the ten days. It is alleged these rod-riders who were charged by Constable George Taylor, R.C.M.P. belong to the ranks of the Ob-to-Ottawa trekkers.

Robert A. Robinson and John Wilson of Ottawa and Henry Hillier of Clarenceville, Que., charged by Constable D. Gleason of the C.P.R. police with trespassing on C.P.R. property last evening when they entered the C.P.R. station at Cobden and engaged in drunken brawl, causing much damage to the interior of the station, were sentenced by Magistrate MacGregor to twenty-one days in the county jail at Pembroke. Robinson was given an additional twenty days on a charge of obstruction entered by Provincial Constable W.J. Johnston of Renfrew.

Peter Addie of Toronto, formerly of Renfrew, was fined \$100 on a charge of obstruction entered by Provincial Constable W.J. Johnston. Addie it is alleged obstructed Constable Johnston in the discharge of his duties last Thursday evening. The case against his brother, R.J. Adie, appearing on a breach of the Liquor Control Act, was dismissed.

02/08/1935 *Ottawa Citizen*

New York Central

Newington

A gushing, twisting, tornado-like storm struck this village (Newington) of 400 inhabitants at two o'clock this afternoon, leaving in its wake one dead and property damage ranging from \$25,000 to \$35,000.

The New York Central Railway station, about 50 feet from the cheese factory, was practically destroyed. A large section of the roof of the station was carried in a complete circle and dropped on the cheese factory. The station located at the extreme east section of the village was the last spot struck by the twister and the agent, who was in the station at the time, escaped without injury.

03/08/1935 *Ottawa Citizen*

Chalk River

Pembroke

Transient killed trying to board Pembroke freight.

<http://news.google.ca/newspapers?id=pPsuAAAAIABAJ&sjid=HdsFAAAAIBAJ&pg=4971,2920227&dq=railway+l+train+l+railroad&hl=en>

Follow up of Coroner's Jury

<http://news.google.ca/newspapers?id=pvsuAAAAIABAJ&sjid=HdsFAAAAIBAJ&pg=1534,2732298&dq=railway+l+train+l+railroad&hl=en>

13/08/1935 *Ottawa Citizen*

Waltham

Deschenes

One killed, eight injured at Deschenes Railway Crossing.

Members of swimming party were returning home when auto crashed against train outward bound from Ottawa. Inquest opened into fatality.

One person was instantly killed and eight others had a narrow escape from a similar fate, two of them being seriously injured, when an automobile containing nine Hull residents crashed into the first baggage car of the C.P.R. Pontiac train at Deschenes crossing at 4.40 p.m. yesterday. The accident occurred where the C.P.R. tracks cross Main street. The crossing is protected by an electrically operated warning bell.

At the scene of the fatality the C.P.R. tracks run parallel to the Ottawa river and the road runs from Deschenes village on the shores of Lake Deschenes to the Aylmer road. The crossing has been the scene of several collisions and several years ago an electric signal bell was installed there at the request of the Deschenes Council. When the scene was visited last evening there seemed to be a clear view of the tracks from the road for a considerable distance either way and visitors were at a loss to understand how the accident happened,

Tells of accident

Maurice Seguin, one of the members of the party who was only slightly injured, in speaking to The Citizen last night told of the accident. "We were returning from a swim at Deschenes where we had spent the afternoon," he said. "There were four including the driver in the front seat of the car, a taxi of the Henry Taxi Company, Hull, and five of us in the back."

"Beatrice was sitting in the front next to the right-hand door with her sister, Pearl, on her knees with someone, I just forget who, sitting between her and the driver, Donat Doucet. In the rear seat were the other five of us. We had enjoyed the swim and I suppose were laughing and joking on the way home.

"I didn't notice that we were coming to the crossing and certainly didn't see or hear any train approaching as that was the last thing in my mind, The first I knew of anything out of the ordinary was the screech of brakes and then we were all thrown on the floor of the car. I was not unconscious and when I managed to get out of the car I saw the train continuing down the track. Later they backed up and set the bell ringing, they said to test it.

Heard bell ringing.

Following the accident last night officials of the C.P.R. stated that their train crew heard the bell ringing. The engineer also claimed that he blew the whistle for the crossing. He could not be questioned last evening as he continued on with his train to Waltham.

Men working in the Hull Electric Company car barns at Deschenes, a few hundred feet from the scene of the accident, stated to The Citizen that they heard the crash and then noticed that the signal bell was ringing. They said their attention was drawn to the bell by the noise of the crash but that they had not noticed it before the crash, while it was probably ringing.

From a reconstruction of what happened at the scene of the accident it would appear that when the car struck the train, Beatrice was thrown through the windshield of the taxi, which was a complete wreck. Her sister was sitting on Beatrice's knee but was only slightly injured. The authorities believe that the younger girl was lifted up and the older girl thrown out from under her.

Mrs. Lecuyer in the rear seat received her head injuries when her head crashed through the roof of the car.

At the scene of the crash the taxi was a total wreck. It evidently struck the baggage car head-on and then by the momentum of the train was swept to the left. It did not turn over but the whole car was twisted out of shape.

Residents of the vicinity of the accident stated that the train usually slows down for this crossing as there have been several accidents there in the past few years.

19/08/1935 *Ottawa Citizen*

Canada Atlantic

Canada Atlantic Old Boys Gather.

First reunion of Oldtime Railwaymen will go on in Ottawa all this week.

http://news.google.ca/newspapers?id=ijk0AAAAIABAJ&sjid=L_UIAAAAIABAJ&pg=5981,5312251&dq=railway+l+train+l+railroad&hl=en

18/09/1935 *Ottawa Citizen*

New York Central

The boards of directors for the Ottawa and New York Railway Company and the St. Lawrence and Adirondack Railway Company were named at the annual meetings of both concerns held here yesterday afternoon. Cuthbert Scott of the local law firm of Ewart, Scott, Kelley Scott and Howard was chairman for both meetings.

Directors of the Ottawa and New York Railway Company named were William L. Scott, Lee A. Kelley and Cuthbert A. Scott, Ottawa; Walter B. Kingsmill and Stanley S. Mills, Toronto; and Frederick W. Vanderbilt, William K. Vanderbilt, Patrick E. Crowley and Frederick E. Williamson of New York.

The St. Lawrence and Adirondack Railway Company board of directors named consists of Frederick W. Vanderbilt, Harold S. Vanderbilt, Patrick E. Crowley, Martin J. Alger, Raymond D. Starbuck, Charles C. Paulding, Frederick E. Williamson and W. Seward Webb.

04/10/1935 *Ottawa Citizen*

Kingston (CN)

Brockville

No blame attached to fatal injury to railway worker at Brockville

Brockville Oct. 3. A verdict of accidental death was returned by a coroner's jury here tonight inquiring into the death of Joseph Fabien Walker, of Coteau du Lac who was killed on the Canadian National Railways here on Sunday morning September 29. Walker had been employed at the yards of the railway here for some months past as a car inspector.

Coroner Dr. E.J.F. Williams, Brockville, presided and sworn statements of Conductor Andrew Shea, of Montreal, in charge of second freight train No. 492 under one of the cars of which Walker's body was found, and also by brakeman Normal McAskill of the train crew as well as the night yardmaster, H.E. Caldwell, and other employees who were on duty at the time, were heard.

The train was halted for a sticky brake and in stopping a knuckle was broken near the front and it was decided to brake (sic) the train in order to clear a public crossing. A yard engine on the rear end of the train was signalled to shove in the slack, in order to brake the train and from the evidence submitted it is believed that Walker was attempting to go under the train when the slack was being taken in and was caught by the 11th car from the rear end, fracturing his skull and killing him instantly. No blame was attached to anyone in the verdict of the jury and the Canadian National Railways was represented by W.C. Mills, claims agent, Montreal, at the inquest.

To hear application

The Board of Railway Commissioners for Canada will hold a sitting here at 10 a.m. on October 22 to hear the application of the Canadian National Railway's for leave to abandon a portion of its L'Original subdivision, between Hawkesbury and Hurdman and also the Clarence creek spur, between Rockland and Clarence Creek, a total distance of 61.2 miles.

18/11/1935 *Chronicle-Telegraph Quebe Chalk River*

Carleton Place

One Killed, Five Hurt At Carleton Place Ont., In Crossing Crash

Carleton Place Ont., Nov. 18 (C.P.) One woman was killed today and five other persons injured, one critically when a Brockville-Ottawa Canadian Pacific Railway train plowed into an automobile on a grade crossing near here. The accident occurred when the train plowed into an automobile driven by Rev. J.W. Edwards, Carleton Place Baptist minister, demolishing the car and hurling the six occupants onto the right of way. Mrs. Edwards was killed.

02/12/1935 *Ottawa Journal*

Chalk River

J. A. Shouldice Dies of Injury

Fireman on Train Derailed Near Pembroke August 29, 1930.

As a result of injuries to the head suffered more than five years ago when the western express on which he was fireman was derailed at an open switch entering the town of Pembroke early on the morning of August 29, 1930. John Allan Shouldice, popular Canadian Pacific Railway company employe, died suddenly Sunday evening at the home of his parents, 31 Armstrong street.

Dr. J.E. Craig, coroner, was notified, and decided that in view of the thorough investigation conducted following the derailment of Mr. Shouldice's train, a formal inquest would be unnecessary.

Locomotive Topples Over.

John Shouldice was only one of several casualties in the Pembroke wreck. Riding in the cab of the locomotive when it went through an open switch approaching Pembroke station, and toppled over on the very verge of the Ottawa river, Basil Watson, a young Ottawa transfer man, was fatally injured. An inquest into his death was conducted at Pembroke.

Mr. Shouldice suffered a particularly dangerous injury to the frontal bone of his skull in the wreck, and for a long time lingered at the Cottage Hospital, Pembroke, on the verge of death. He was subsequently so improved, however, that he was removed to Ottawa.

Since that time; although never completely recovered, he had been making steady progress towards recovery, and had undergone several operations.. In view of the nature of his head injuries, however, his death was not unexpected.

Collapsed At Home.

He was visiting at the home of his parents. Mr. and Mrs. Charles Shouldice, when he collapsed shortly after eight o'clock. Dr. V. H. Craig was summoned, but Mr. Shouldice was beyond aid, and Dr. J. E. Craig was summoned.

John Allan Shouldice was born in Ottawa on March 30, 1896, and had lived here during the greater part of his life. He was one of the best known employes of the C.P.R., and was holding the responsible post of firemen on the main line western train when fatally injured. He was a member of the Brotherhood of Locomotive Firemen, and was popular with all employes of the service.

He had resided for some time at 114 Rosemont avenue.

Mr. Shouldice is survived by his widow, formerly Miss Thelma Verna Lee, and by two sons, Allan, eight years-old, and Charles, six, and two daughters, Muriel, five, and Kay, four years old.

In addition to his parents there also survive six brothers. George, William, Fred and Arnold Shouldice, of Detroit Mich. Miss Jessie M. Shouldice, of Ottawa, is an aunt

The funeral, which will be conducted by Rev. Norman Coll, pastor of Parkdale United Church, will be held at the Radmore Stewart Funeral Home, 1323 Wellington street at 2.30 pm. Tuesday. Interment will be in Pinecrest cemetery.

12/12/1935 *Chronicle-Telegraph Quebe Chalk River*

Pakenham

Three Killed In Auto-Train Crash

Pakenham Ont., Dec. 12 (C.P.)- Mr. and Mrs. Tom Somerton and Richard Burke of this village were killed instantly when an automobile driven by the latter crashed into a freight train near here. The crash occurred close to the Canadian Pacific railway station with the freight train traveling west. Apparently Burke saw the train because he applied the brakes but the car skidded directly into its path. The three people had started for Almonte Ont. on a business trip. The Somertons have lived here many years and had seven children. Burke leaves a wife and five children.

By a strange coincidence the engineer was Frank Nagel, whose train killed eleven year old Rhoda Sinnett Tuesday as she was returning home from school in Arnprior.