

Local Railway Items from Ottawa Papers 1939

Friday 06/01/1939 Ottawa Citizen Alexandria

Hoist three slabs into position over Nicholas subway.

Largest lifting job ever recorded here requires use of two wrecking trains.

When concrete slabs were hoisted into place over the Nicholas street subway early this afternoon, it was the largest single lifting job ever recorded.

Eight reinforced concrete slabs are to be set in place. Three were placed this afternoon, three more will be placed tomorrow and the remaining two probably on Monday. Each slab weighs 127 tons, is 79 feet long and five feet wide.

The hoisting job is being done by two wrecking trains of the Canadian National Railways brought to Ottawa especially for this purpose. One train can lift 200 tons and the other 160 tons. When it is realized that the heaviest railway cars are about 50 or 60 tons, some idea of the magnitude of lifting the slabs can be obtained.

Of all Canadian material, the slabs were made at the C.N.R. roundhouse in Ottawa. Ross-Meagher Limited, Ottawa, contractors, had the contract for both the concrete slabs and the bridge construction work. Under its contracts the company was obliged to use local labor, labor relief if possible.

The entire work, costing in the neighborhood of \$110,000, is under the relief labor project for which a special fund was made available for the Board of Transport Commissioners.

Three tracks cross the bridge, two of the C.N.R. and one of the C.P.R. The slabs placed today were under the most western track. Slabs will be placed under the middle track tomorrow, the C.P.R. track to the east being last.

Conceived with Askwith

Work is being done by the C.N.R. and is in charge of Alex Hamilton of Toronto, foreman in charge of erection. Two officials of the construction division of Toronto came to Ottawa especially for the laying of the slabs, namely C.P. Disney, engineer of construction and R.A. Baldwin, bridge engineer.

The project was conceived by the corporation of Ottawa, under the supervision of F.C. Askwith, commissioner of works. When completed, the new subway will have a roadway clearance for traffic of 66 feet. Grading and other work for the streets approaching the subway were done by the city.

The C.N.R. is the only company in the world building bridges of this type but it is said to be the bridge of the future. It is composed of concrete abutments with the reinforced concrete slabs on top.

Saturday 26/01/1939 Ottawa Citizen Buckingham

Had great ambitions for a railway to Lievre Mines

Quotes Ottawa Citizen for 1 March 1873 (q.v.)

<http://news.google.ca/newspapers?id=2W8uAAAAIBAJ&sjid=p9kFAAAAIBAJ&pg=6334,3980750&dq=train+railway+railroad&hl=en>

Tuesday 02/03/1939 Ottawa Citizen Renfrew Ottawa, Island Park Drive

It was a happy idea to have the King and Queen detrain at a temporary station to be constructed at the Canadian National Railway crossing of Island Park Drive.

07/04/1939 Eganville Leader Renfrew

C.N.R. May Abandon Line Between Arnprior and Eganville.

Abandonment of the 39-mile stretch of C.N.R. line between Arnprior and Eganville has been agreed to by a joint committee of the Canadian Pacific Railways, subject to approval of the Board of Transport Commissioners

Ottawa officials of both railways told the Journal they had been unaware of the recommendation although the question of abandonment of the stretch of line had been brought up from time to time for some years past.

It was generally surmised that duplication of the lines was the reason for the proposed abandonment. There is a 19-mile stretch of Canadian Pacific line between Arnprior and Renfrew, and a 21-mile branch line from Renfrew to Eganville.

Abandonment of the track means that the railway service from Arnprior to Glasgow Station, Goshen, Renfrew Junction, Douglas and Caldwell would be discontinued. C.N.R. westbound trains would cross to C.P.R. tracks at Arnprior, crossing back to their own tracks at Eganville.

At Eganville a short piece of new track would have to be laid to connect the CPR branch line with the C.N.R. line outside the town limits.

30/04/1939 Athens Reporter Westport

Dermott M. Cauley former B&W. station agent in the "teens" at Delta and Athens, died in Toronto.

Monday 01/05/1939 Ottawa Citizen Kingston (CN) Brockville

Royal train seen making test run

Brockville April 30. The train on which Their majesties will make their Canadian tour was in Brockville this morning for an hour. The train made up of 13 coaches, six in royal blue and the other seven in green, made a trial run here and return to Montreal. The train arrived at 8.30 and left on the return trip at 9.25. The six royal blue coaches included the two which will be used personally by Their Majesties, these being distinguishable by the Royal Coat of Arms on the side, the other four to be used by the suite carrying the Crown and G.R. VI on the side.

The green coaches were part of the pilot train which will precede the royal train and will carry newspapermen and other officials. The train was hauled by locomotive No. 6028 of the C.N.R. and was painted in blue and gold. Engineer James Spence of Montreal was at the throttle for the run both east and west. Conductor C.A. Moore and brakemen A. Mainville and L. Aldrig of Montreal were in charge for the run to Brockville while J.E. Ryan, conductor, Brockville: C. Capper of the same place and O. Lurette, Montreal, were the brakemen on the return trip. R.C. Johnston, general superintendent of the Montreal division of the C.N.R. was in charge of the railway officials making the trip.

Thursday 04/05/1939 Ottawa Citizen Alexandria Ottawa Union

Close station on May 20 between 3.30 and 6, E.S.T.

For the departure of Their Majesties on May 20, the Union Station will be closed between 3.30 p.m. and 6 p.m. Eastern Standard Time, Superintendent J.A. Rogers of the C.N.R. announced this morning.

The last train to arrive at 2.55 p.m. will be the C.N.R. train from Montreal. The last to leave will be the C.P.R. for Pembroke at 3.30 p.m.

Between 3.30 and 6 o'clock only officials of the railways and the official party accompanying Their Majesties will be permitted into the station and environs and the R.C.M.P. will maintain a guard.

Final arrangements for diverting(?) trains between 3.30 and 6 o'clock will be advertised by the railways.

Friday 12/05/1939 Ottawa Citizen Kingston (CN)

Cornwall and Brockville to see the Monarchs

Royal train will slow down when passing through these cities and King and Queen will take places on observation platform.

<http://news.google.ca/newspapers?id=PY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7225,1615609&dq=railway+train+railroad+cnr+cpr&hl=en>

Friday 19/05/1939 Ottawa Citizen Montreal and Ottawa Ottawa

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station

more - details of crew etc.

Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off. At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties"

more
<http://news.google.ca/newspapers?id=QI0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=5353,1978381&dq=railway++train++railroad++cnr++cpr&hl=en>

Saturday 20/05/1939 Ottawa Citizen Renfrew

Queen speaks to C.N.R. brakeman

Exemplifying the democratic spirit and human outlook of Their Majesties, Queen Elizabeth spoke to William A. Joy, 118 Drummond street, brakeman with the Canadian National Railways, at 9.25 yesterday morning, as he was coupling the engine to the royal train at Deep Cut.

A few simple words by Her Majesty singled out Mr. Joy for high honor. His name will be linked with a host of important dignitaries who will meet the King and Queen across Canada.

According to Mr. Joy, he was engaged in coupling the engine, which pulled the royal train to Island Park station where Their Majesties got off, when the conversation took place.

"The King and Queen were standing on the platform of the royal train above me as I was engaged in coupling the engine to the carriage.

"Then Her Majesty smiled and spoke. I am not sure of the exact words but I think they were: 'That is a delicate job you have there', I replied 'Yes, it is Your Majesty'. The King then said something to Her Majesty, but I don't know what it was." Mr. Joy told the Citizen.

Mr. Joy has been a railroad man for 20 years and worked on the Grand Trunk Railway before joining the C.N.R. He is also a war veteran, having enlisted in 1914 with the 1st Canadian Division, Train, Ottawa. He served overseas almost four years.

Mr. Joy said the smile of the Queen is "more beautiful than the pictures." he said he was rather engrossed in his work when the conversation occurred, but now he feels very proud.

Saturday 20/05/1939 Ottawa Citizen Kingston (CN) Brockville

Royal train will slow down passing Brockville station

Brockville May 19. Word was received at the municipal office this morning that the royal train bearing Their majesties from Ottawa en route to Kingston will not stop at the Union station here Sunday afternoon. The official word from Dr. Keenleyside, chairman of the inter-departmental committee on the royal visit stated the train would pass the station at a slow rate with Their majesties standing on the platform of the rear car thus enabling those congregated at the station to gain a good view of the royal visitors.

May stop in yard

Information at the Canadian National Railways covering the visit of the royal train and the pilot train is that both trains will stop in the Brockville C.N.R.

yards for inspection and to take coal. These yards are located half a mile west of the station where great preparations had been made to greet Their Majesties in a stop of 10 minutes. However, the 2,000 school children and civic officials will be in their places when the train passes the station while hundreds of people are likely to catch further glimpses of the train and its noted passengers as it stops for coal, inspection and change of crews,

The information received by railway officials here stated both trains will take water at Morrisburg, thus cutting the stop in the railway yards here to a minimum. The pilot train is due in at 6.02 o'clock daylight saving time. The royal train is scheduled to arrive in the railway yards at 6.32 o'clock daylight saving time. The trains will depart en route for Kingston as soon as inspection and coaling operations have been carried out.

Monday 22/05/1939 Ottawa Citizen Kingston (CN) Kingston

Royal visit - Kingston

<http://news.google.ca/newspapers?id=QY0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7041,2410419&dq=railway++train++railroad++cnr++cpr&hl=en>

Thursday 25/05/1939 Ottawa Citizen Kingston (CN) Cornwall

Waiting for a glimpse of royalty. Includes picture of Cornwall station.

<http://news.google.ca/newspapers?id=Qo0vAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7283,2664698&dq=railway++train++railroad++cnr++cpr&hl=en>

Saturday 27/05/1939 Ottawa Citizen Renfrew

Tenders are invited for the purchase and removal of:

The platform recently erected at the junction of the Canadian National Railway Line and Island Park Drive, Ottawa, for the reception of Their Majesties

It is a condition of the sale that the successful tenderer will be required to remove all debris and clear up the premises to the satisfaction of the Superintendent, Canadian National Railways, Ottawa.

Tenders will be received until 12.00 noon Friday June 2nd, 1939 and forms may be obtained from the undermentioned office.

Treasury Office

Salvage Division

Ottawa, May 25th, 1939.

Thursday 08/06/1939 Ottawa Citizen Renfrew

At the J.R. Booth, Ltd. railway crossing on Booth Street about 11 o'clock last night, a car in charge of Gerald Desormeaux, 522 Laurier avenue west, struck the rear of a freight car that was being backed into the yard and then struck a parked car in charge of Oliver Agnew, 128, Fentiman Ave.

Constables A. LeBlanc and J. Fermoyle reported that the string of empty flat cars was being backed across the roadway and that a watchman with a red lantern was signalling cars to stop. Only slight damage was caused and no one was injured.

The C.N.R. freight train was in charge of Engineer Kenneth Sullivan, 132 Third avenue, who told police he was sounding his whistle as the train was backing across the street. the watchman was Arthur Dupuis, 74 Booth street.

Friday 23/06/1939 Ottawa Citizen Prescott Osgoode

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

Thursday 14/09/1939 Ottawa Citizen Kingston (CN) Lancaster

Mystery surrounds the death of Andrew Dufresne, 21, of Lancaster, who was found lying fatally injured by the side of the tracks a mile west of the village at 6.44 D.S.T. this morning by the crew of the Canadian National Railways train No. 16.

Dufresne, who was a guard on the C.N.R. bridge at that point died of a compound fracture of the left side of the skull in the Hotel Dieu hospital, Cornwall, at one o'clock this afternoon.

Police believe he was struck by a train, but are investigating the possibility of foul play.

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The crew of No. 16 train found the man lying by the side of the tracks near the bridge which he had been guarding, and took him aboard, returning to Lancaster and summoning Dr. Dehaite. The injured man, and the physician, were then placed on a freight train and rushed to Cornwall at once, where Dufresne was admitted to the Hotel Dieu hospital. His death, which was expected, occurred at one o'clock this afternoon.

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Tuesday 26/09/1939 Ottawa Citizen Beachburg Ottawa, Bells Corners

The funeral of Lucien Rochon, 29-year-old son of Alfred Rochon and the late Mrs. Rochon, who was accidentally killed on Monday when a gasoline speeder on which he was riding was struck by a C.N.R. freight train just west of Bell's Corners, will be held on Wednesday morning at 7.35 from the home of his sister --

03/12/1939 Eganville Leader Renfrew

C.N.R. Would Abandon Arnprior and Eganville Line

Nov. 28. A hearing by the Board of Transport Commissioners of an application to abandon the 37-mile line between Arnprior and Eganville was begun in Renfrew this morning.

Prior to the noon adjournment, A.D. McDonald, solicitor for the C.N.R., submitted statistics purporting to show that a net saving of \$ 104,000 per annum could be attained by abandoning the line.

He attempted to point out that the district serviced by this branch-line would receive sufficient transport and passenger service from the Canadian Pacific mainline, the C.P.R. branch line from Payne Junction to Eganville and various paved highways.

That the abandonment was not in the best interests of the railways or the public, was argued by Murray Chown of Renfrew representing the municipalities affected by the proposed changes. Mr. Chown could not see how the railways could profitably abandon 38 miles of the most profitable section of 265 miles C.N.R. branch line for a 22-mile C.P.R. branch line in an inferior condition.

He expressed surprise that the Canadian National now asked permission to spend about \$100,000 on improving the Golden Lake - Pembroke line which it had asked permission to abandon two years ago.

Two bridges on the C.P.R. alternative route were, according to Mr. Chown, unfit to carry heavier flow of traffic and a steep grade on the Golden Lake - Pembroke section of the Canadian National branch line permitted the hauling of only 17 loaded freight cars per train.

The increase in freight rates due to the shift from competitive to standard rates would be injurious to shippers in this district and the increased mileage for goods travelling east from places west of Eganville would also increase freight rates.