

Local Railway Items from Ottawa Papers - 1940

Tuesday 16/01/1940 Ottawa Citizen Chaudiere Ottawa, Gladstone avenue

Skidding on the icy roadway of Gladstone avenue near the Standard Bread Company plant, an automobile in charge of Albert Eardley, 61 Victoria Street, Toronto, crashed into the second last box car of a C.N.R. freight train on the railway tracks at 2.25 o'clock this morning. The driver suffered a slight cut on the nose and was given first aid treatment at No. 2 police station. About \$200 damage was done to the car. The train, in charge of Conductor K. Sullivan, 132 Third Avenue and Engineer Walter Aaron, 98 Lees Avenue, was travelling south with a string of empty box cars and had almost crossed the intersection. The automobile was traveling east on Gladstone Avenue down a slight grade. The tracks at this crossing are not protected with an automatic signal device, and Eardley told the police that he did not see the train until his car was almost upon it. He then applied his brakes but the car skidded on the icy grade and into the train. Constables E. Connolly and S. St. Louis were sent to the scene and drove Eardley to the police station on Fairmont Avenue where they treated his injuries. He was then allowed to go to his hotel. No charges have been laid.

Saturday 11/02/1940 Ottawa Citizen Alexandria Alexandria

Uncoupled caboose struck truck after train had passed Alexandria Nov. 1.

To be hit by a train because of a disregard for the danger signals is not uncommon fate, but to be hit by the caboose of a freight train after waiting until the train has passed and the wig-wag safety signal had stopped and the crossing was clear, is, from the point of view of two men who underwent this experience here this evening, an injustice.

At 8.15 tonight a truck owned by Shepherd Brothers of Alexandria and occupied by Paul Dorey, driver, and Eli David, merchant, was entering the town on Highway 34. The wig-wag signal at the railway crossing was operating; the truck stopped. A long freight passed and the signal ceased. Just as the front part of the truck was crossing the track it was struck by the caboose of the train which had become uncoupled and was travelling about 800 feet behind the rest of the train.

Neither man was hurt. When the railway crew, after stopping a short distance east of the town, backed up the train to retrieve the "wandering van" they found the caboose undamaged. The truck, however, was damaged considerably.

15/03/1940 Eganville Leader Renfrew

C.N.R. Given Permission To Abandon Line

Judgement of the Board of Transport Commissioners has been issued granting the application of the Canadian National Railway for leave to abandon the operation of a portion of the Renfrew sub-division, between Arnprior and Eganville, 37.91 miles.

This application followed a joint co-operative report of the Canadian National and Canadian Pacific Railways, the whole matter being heard before the interested parties at Renfrew November 28th, 1939. The territory referred to is served by both the Canadian National and Canadian Pacific Railways with the two paralleling lines but a few miles apart.

Commissioner F. M. MacPherson in his judgement, concurred in by the Assistant Chief Commissioner Wardrop and Commissioner Stone, finds there has been a decrease in the traffic on the Canadian National line during the past number of years indicating increased use of either cars or bus service. The judgment also points out that there will be a joint yearly saving of \$104,000 to the railways, with little inconvenience to those whom the line services.

It was learned that at present there is one train each way over the line daily. This is on the run from Ottawa to Barry's Bay each morning, returning in the afternoon.

03/05/1940 Eganville Leader Renfrew

C.N.R. Case Before Privy Council On June 21

Chown & Chown have received advice that the municipalities which are joining in the appeal against the decision of the Board of Transport in granting the application of the Canadian National Railways for the abandonment of the line from Arnprior to Eganville, have received word from the Clerk of the Privy Council that the appeal will be heard in Ottawa on June 21.

The Dominion Privy Council is the final Court of Appeal, says the Renfrew Mercury, so the question as to whether the line is to be abandoned or not will be decided on June 21, when both the railway Co. and those opposing the abandonment through Dr. McCann and S. M. Chown, counsel for the municipalities, will have an opportunity of presenting their respective arguments.

Friday 21/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Police Office is Promoted for Act Near Navan, Ont.

J.A. Stringer promoted to Sergeant for bravery in Tracking Down Transient who Shot Fellow Officer.

As a reward for his bravery in tracking down and shooting to death the murderer of a fellow officer in the vicinity of Navan, Ont., yesterday, acting Sergeant J.A. Stringer of the provincial police force has been promoted to sergeant. Navan is 20 miles east of Ottawa.

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Constable Harold Dent was shot to death in the Navan railway station by a transient he was trailing as a shop breaking suspect. Before he died he gave his gun to Sergeant Stringer who cornered Dent's slayer in a nearby bush and killed him. Stringer, attached to the Timmins division of the Ontario police, was visiting friends in Navan at the time.

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Sergeant Stringer had his hat shot off during an exchange with the murderer in the bush.

Monday 24/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Ontario and Quebec Police Honor Late Constable Dent

Rockland June 23.

More than 100 police officials from Eastern Ontario and Western Quebec joined with hundreds of relatives and friends on Sunday afternoon in honoring the memory of Provincial Constable Harold H. Dent, who was shot to death by a stranger he sought to question at the Navan railway station last Thursday.

Saturday 14/09/1940 Ottawa Citizen Kingston (CP)

Kingston Sept 13. A mixed freight train was derailed and ripped up more than 100 yards of track at Jackson Mills today. No one was injured but the Kingston - Pembroke line of the Canadian Pacific Railway was tied up for the day. The accident apparently was caused by a wheel dropping off a car in the center of the train.

There is a picture of #30, but it looks like a builder's photo. And the caption reads:

OLD NUMBER 30 HAS RUN A MILLION MILES

Any time now, they'll be pulling this locomotive, old No 30, off her Renfrew-Eganville run for good. The 58-year-old smoke eater is scheduled for the scrap heap, although she has been a fixture in these parts for 30 years. "What's wrong?" asks Evening Citizen writer Austin Cross, "with Mayor Stanley Lewis asking for old No. 30 for one of the city parks?"

'Number 30 is as distinctly Ottawa's engine as Vancouver's recently acquired No. #374, and Winnipeg has long had its No. 1. The old locomotive, according to Mr. Cross, would be a suitable memorial to bygone railroading days in one of Ottawa's parks with happy youngsters climbing in and out of its spic and span cab. (?)

Austin Cross, Saviour of Engines, Wants Old No. 30 for City Park.

Old No. 30, formerly a diamond-stacked wood burner, and most ancient of locomotives in this part of the world, is still running between Renfrew and Eganville. The Canadian Pacific Railway's old timer is 58 years of age, for she came into this world in 1887. That was the year that Sir John A. Macdonald made his second last appeal to the Canadian people, and the Americans had, only two years before, installed their first democratic president since the Civil War, Gover Cleveland. It seems a long time ago.

Visited Old Girl

This writer went up to pay a visit to the old girl the other day. No. 30 starts out bravely each week day morning to Eganville, from Renfrew, a distance of 22.9 miles. She leaves Renfrew at 11:30 a.m. and arrives at Eganville at 12:45 p.m. Then she spends an hour in Eganville, and turning around, comes back out again to Renfrew at 3:15 p.m. When she reaches the creamery town, her day's chore is over. The stations out of Renfrew are Payne, Northcote, Douglas, Fourth Chute and Eganville.

Your correspondent was determined to ride the cab of 30, but by the time he reached Renfrew, it was a question of how far down the line he could go and still catch the 58-year-old engine. He finally decided on Payne.

So you see me, veteran of 102 railways, trying to find out where Payne was. A gasoline station attendant was completely fuddled, and admitted that he did not know how to direct me to Payne station. He just advised me to keep on going out the highway, watching the side roads.

With important minutes ticking away, here I was, chasing down country roads trying to find Payne station. At last, I found a farmer harvesting a belated hay-crop.

They tore it down.

"Payne Station?" he said. "They tore it down. But look down there, see that little building? Well, that's all that is left of it. You go down to the next road, turn off the highway, and drive down to the tracks. Then get out of your car, and walk along the track. It's only a quarter mile walk."

"I'd better hurry," I remarked, "I have only seven minutes."

The farmer laughed. "She's due at five past three, all right, but she's due actually only when she gets there. You'll have plenty of time." He was right; I did.

I got back into the car, doubled back to Highway No. 17, breezed a fast mile, then turned down the next concession road. After that, when we came to the high iron of the C.P.R., I walked west a quarter mile, and there, as big as a telephone booth, is Payne Station.

Originally Some Station.

Originally, there was quite a station at Payne, but business has languished the last 25 years or so, and it is now just used as a dispatching point. When No. 582 rolls in from Eganville (don't be confused, that's the number of the train that Engine 30 pulls), she has to stop here and pick her way onto the main line. Payne really is a junction. There is some phoning, some other protective ritual, and then No. 30 hauls slowly onto the main stem, resetting the switch carefully behind her.

So remote is Payne now, that I wonder if she would have a dozen passengers a year. Certainly the C.P.R. isn't out for business there!

While the grasshoppers tried their long range leaps, while the goldenrod nodded drowsily, and while the crickets tuned up for the fall field concerts, I sat and waited for old No. 30. It was so pleasant there, far from Parliament Hill, and the hubub of the new house, that I couldn't help thinking that I had all the best of it. Here I was waiting to ride a train, amid the beauties of a lovely junction in beautiful Renfrew County, while my fellow writers were pounding out politics on their overworked machines back in Ottawa.

Funny Little Toot

Finally, there was a funny little toot to the westward, and I knew that No. 30 was a-coming. I had an order to ride the cab from the C.P.R.'s Mr. J. Fortier, and so I quickly hopped into the head end. Handling the throttle was engineer L. Ritchie of Smiths Falls, while dispensing the black diamonds was fireman C. Hogan. (He retired as an engineer on #1 out of Ottawa with one of the VIA cuts, either 1981 or 1990). Far behind, way beyond the seven cars of freight, and back in the combination baggage-coach, was conductor Eric Peever if Eganville. Rounding out the crew were the two brakemen, J. Delahunt (he just lived up the street from me here in Ottawa) and J. M. Fraser.

Conductor Peever, in working clothes instead of traditional conductor's cap, gave us the signal, and away we scooted down the mail line of the C.P.R. We had left the branch with its 25-mile-and-hour maximum, and were riding down the heavy rails, rolling on the track of the limited.

Actually, there is nothing much to say about a trip from Payne to Renfrew, except that it is over quickly. But not too quickly to have a look around. The engine cab is as neat as a pin, and no svelte 2800 is any more spic and span that the train crew keep old No. 30.

If you had seen the original engine come out of the Canadian Pacific's old Delorimier Avenue shops back in 1887, you might not recognize the old girl today. To say that she has had her face lifted would be an understatement. When brand new, she was a smart, wood-burning job, and boasted of a great, bulging diamond stack. In those days, she didn't pull up to the coal chute for her load of black diamonds, but instead sidled up to the cordwood pile, loaded her heap of slivers, and snorted away in a shower of sparks.

Her cow catcher, quite the mode of the year of Queen Victoria's Golden Jubilee, has long since been removed, and she boasts of a more modern bull tosser.

In 1913, she was re-boilered. but long before that, she had been converted to coal and her contours had been changed to suit the age.

What her original number was, I am not sure, but I remember looking at the old numbers on the drivers of some sister locomotive down at the C.P.R. roundhouse back in 1913, and they were all somewhere between 200 and 218.

Once a Main Liner

In her heyday, old No. 30 hightailed it down the main line between Montreal and Toronto, and was regarded as a classy job. Even today, if they let her go, No. 30

can run a mile a minute with relish. Trouble is, she cannot take enough cars at 60 miles per hour to make it worthwhile.

No. 30 got her brand new number in 1913, and could be seen in Ottawa for some years thereafter.

She was definitely in Ottawa in 1940, however, and ran on the Waltham train, making the 79.8 miles each way once a day. On Friday, when the Pontiac trade was heavy, they sometimes gave her a long week-end, and coupled on a heavy 400 class instead.

But with the progress of the war, the chore got to be too heavy for old 30, and so she was sent up to Renfrew county, where the air is renowned for its powers of longevity. There today, in the serenity of old age, No. 30 rolls in freight plus one passenger car every day of the week to and from Renfrew,

During her day, No. 30, both during her recent reincarnation and in her previous wood-burning life, has run more than a million miles.

But No. 30 today is in her late twilight. She cannot last much longer. Heavier steel, heavier loads, heavier demands, are gradually crowding such lovable oldtimers off the rails. Of her sisters, only 105 and 144 in the Maritimes, and 136 on the Smiths Falls-Renfrew run, still survive, in all the 20,000 odd miles of the C.P.R.'s tracks. In the newspaper business, "30" usually means the end. Perhaps some of these days too, they'll pull in the old timer, and she'll write her funeral notice with her own number--30.

Propose change to N.Y. Central service.

Arrangements to be made to discontinue passenger trains from Union station and make alterations to present freight station at the southerly end of Nicholas street. Arrangements made with OER to divert its Templeton street busses so as to connect with incoming and outgoing trains.

For one train a day except Sundays NYC pays CNR a fixed sum of \$900 of which \$800 is for use of the station and \$100 is for the ticket office. There were also charges for other services amounting to about \$250 a month and all these could be provided at the new station.

With the proposed changes the loss would be comparatively small.

The last paragraph says that the station that will be used was the one that the O&NY originally used in Ottawa - this is not true as they used Sussex Street.

Monday 02/12/1940 Ottawa Journal Other

Death of G.E. Fauquier. Railway Contractor

Built the Parry Sound Railway, a section of the transcontinental west of Cochrane and a large part of the Canada Atlantic. The great dock at Halifax as part of Foley, Welch, Stewart and Fauquier.

Associated with O'Brien, Mackenzie and Mann.

Also owned Colonial Lumber of Pembroke.

Monday 23/12/1940 Ottawa Citizen New York Central Russell Road

Well-known City View dairy farmer meets death when New York Central train strikes his car at level crossing half a mile from Hurdman's Bridge.

Ralph Henry, aged 66 years, prominent City View dairy farmer, was instantly killed at 11.40 Saturday morning when the automobile he was driving was struck by a New York Central passenger train on a Russell road level crossing about half a mile from Hurdman's bridge at the outskirts of the city.

Mr. Henry was driving out from Ottawa to deliver eggs. The car was hit on the side and carried in front of the train for approximately 370 yards. A 1937 sedan, it was almost completely wrecked. The N.Y.C. train was traveling from Helena, N.Y., at a speed of about 40 to 45 miles an hour.

The accident occurred within a short distance of the fatality in March of this year in which John Anderson and his son, of Hurdman's Bridge were killed in a similar accident. A network of railway tracks converge on the capital at this point, and there are a score or so of level crossings on the Russell road and side roads.

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Jammed against engine.

Train crew members and section hands in the vicinity worked frantically to extricate Mr. Henry from the car after the train was brought to a stop. An ambulance from Hulse and Playfair Ltd., was called and the train was backed up to the crossing and the body was taken to the undertaking parlors, 315, McLeod street. Crowbars and other tools were necessary to move the car from the front of the engine where it was solidly jammed. The cow catcher was completely torn off.

Clear view.

Several theories were advanced, but none definitely established the cause of the crash. The level crossing in question gives a clear view on both sides. The train tracks curve in a broad sweep, but there is no obstruction of view in travelling from Ottawa. However, the ice on the road had been washed smooth by the recent rain and a quick stop was impossible. There is a very slight incline down to the tracks on either side.

It is not known whether Mr. Henry had seen the train and applied the brakes in an effort to stop or not. No skid marks were visible, but it is quite possible they would not show on the ice.

The car was crushed sideways like an accordion but remained intact while being carried down the track. The side Mr. Henry was sitting on was the least damaged.

The only known eye-witness, an aged Hurdman Bridge resident, said he was on his way home when he heard a "tremendous crash". He looked around and saw the train brakes screeching carrying the car down the right-of-way. He did not see the actual collision.

The accident held up three other trains for an hour and a half, including a New York Central special bringing trainees back home from the Cornwall military training center and the C.N.R and C.P.R. trains from Montreal. The NYC special was held up at Hawthorne.

Constable James B. Driscoll of the Ontario provincial police investigated.

The locomotive was in charge of Dugald Cameron, 83 Concord avenue, engineer, and P. Schult, 262 Russell avenue, fireman. Schult said that on either side of the crossing there is a clear view of the railway right of way.

Mr. Henry was driving slowly and carefully in approaching the crossing, and the trainmen figured that he was going to stop. The car was going south along the Russell road at a rate of from 10 to 15 miles an hour. The train's speed was reckoned to be between 40 and 50 miles an hour.

Mr. Henry did not stop. Either his brakes were ineffective on the icy roadway, or more likely, in the opinion of the train crew, he either did not see the train or hear its whistle. After the impact, the car was carried almost four hundred yards down the right -of-way.

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Monday 23/12/1940 Ottawa Journal New York Central Russell Road

Ralph Henry killed by train at level crossing on Russell Road, one mile beyond city limits.

Picture of the vehicle but no railway interest.

Train was No. 61 from Helena travelling at 43 mph.

Following No. 61 was a NYC special returning the Ottawa recruits from the 30 day military training at Cornwall. The crew of the special took the damaged locomotive from 61 back to Watertown for repair.

Thursday 26/12/1940 Ottawa Citizen Smiths Falls

Alton Beckett Killed as Train Hits Sleigh.

Alton beckett, 58, of 170 Drummond street, farm hand in the employ of Thomas E. Nesbitt, City View, was killed instantly at 11.40 a.m. on Tuesday when a horse-drawn sleigh he was driving was struck by an eastbound C.N.R transcontinental train on a side road off the Merivale road at City View. The train was travelling at about 60 miles an hour at the time of the accident.

The body was taken to the parlors of Hulse and Playfair Limited, 315 McLeod street, where an inquest was opened last night by Dr. J.S. Nelson, coroner, of Westboro. The inquest was adjourned until January 3 and will be held at Nepean town hall, Westboro.

Mr. Beckett, who had only been working on the Nesbitt farm for about six weeks, was making his daily trip across the C.N.R. main line when his sleigh was struck by the fast-moving train. He was wearing a cap with earflaps on it which is believed to have deadened the sound of the approaching train. The sleigh was reduced to matchwood and the unfortunate man was struck with terrific violence. His mangled body was caught in the front part of the engine and carried more than 1,200 feet before the train could be brought to a stop. He suffered multiple fractures of the skull and not a bone on his left side was unbroken.

Horses Escape.

Two horses which were pulling the sleigh had a remarkable escape. They had crossed the tracks when the sleigh was struck. One of them suffered a slight cut while the other was unhurt. The frightened animals broke loose when the sleigh was struck and stampeded into the yard at the Nesbitt farm. Their return to the farm was the first warning the Nesbitt household had of the accident.

Three C.N.R. section men, James McLean, Raymond Bernie and Charles Giroux, were working about a mile east on the railway tracks at the time. They heard the crash and ran to the scene of the accident.

The body was released from the front of the engine by the train crew and later taken to the parlors of Hulse and Playfair, Lts., after it had been viewed by the district coroner. The train was not long delayed and had proceeded on its way to Union station when the coroner and police arrived. Provincial Constable Thomas Hazlitt investigated.

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