

# Local Railway Items from Ottawa Papers - 1942

**Friday 30/01/1942 Ottawa Citizen Prescott**

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

**12/03/1942 Athens Reporter Westport Athens**

12 March 1942 Athens Station Destroyed by Fire The station at Athens was totally destroyed by fire. The cause of the fire was not known. It was first seen at 3 am by C.L. Hartley and Garfield Gifford, who put in the alarm. This was the first bad fire in Athens since the new fire engine was purchased, and it is believed the fire could have been brought under control, except that three 40 gallon drums of gasoline exploded, shooting flames 300 feet in the air. The new engine, driven to the scene by Robert Layng, did an excellent job, however. The Athens Reporter had to be printed on scorched paper that week, as the roll of paper had arrived at the station awaiting delivery on Thursday morning, and it was saved by Harry Todd and Don Fulford, although it was starting to burn at the time. The station was a total loss.

**Saturday 28/03/1942 Ottawa Citizen Renfrew**

Army tradesmen, trained in civilian technical schools and, later, in the Canadian Army Trades School at Hamilton, Ont., were responsible for all the exhibits in the exhibition car pictured above. Even the picturesque backdrop and the sturdy woodworking bench were fashioned by soldier apprentices. Intricate electrical equipment - even to an electric eye counter - displayed in the car is the work of army trained men. Display panels demonstrate the fine degree of accuracy achieved by men trained as fitters. This is one of nine exhibit cars now on their way through Canada to show how the Canadian Army works. The train will be in Hull on Monday morning next and will come to Ottawa in the afternoon where it will be at Isabella street.

**Monday 08/06/1942 Ottawa Citizen Carleton Place**

Couple get out of auto stalled on rails in time.

Their car stalling as they were crossing the C.P.R. tracks at Main street, Britannia Village, at 9.24 a.m Sunday, Mr. and Mrs. Ernest R. MacFeeters of 158 George street escaped from the machine just before it was struck and demolished by the Pembroke local passenger train which pulled out of Union Station here at nine o'clock.

The car, straddling both rails was struck squarely in the middle of the left side by the front of the locomotive, and was carried down the track a distance of 585 feet, where the train was brought to a stop.

The train crew, composed of Herbert Whelan, 99 Charlotte street, conductor; George Bell, engineer and Richard McNally, fireman, of Ottawa, was obliged to pry the wrecked car from the front of the engine and shove it into the ditch at the side of the track before being able to proceed. The front of the locomotive received some damage.

Mr. MacFeeters said he and his wife had left their cottage at Britannia to drive into Ottawa. He was unable to say whether the electric wig-wag and bell signal on the crossing was operating at the time he approached the tracks. Just as the car got squarely across both rails, the engine, which was still cold, stalled. Looking down the tracks he could see the train approaching.

Taking no chances

"I guess if I had kept my foot on the starter I would have got across in time, but I didn't want to take that chance." Mr. MacFeeters said. He and his wife climbed from the car, leaving it there in the path of the speeding train and stood by to watch the collision.

Andrew McGregor, C.P.R. superintendent, who was early on the scene, surmised the engineer must have had his brakes set before the actual collision occurred to be able to stop within the 585 feet from the crossing. Records at the crossing showed it had been tested and found working satisfactorily shortly after eight o'clock Sunday morning, and a further test of the apparatus after the crash again showed the signal to be in good order.

Word that there had been a smash at Britannia spread rapidly throughout the city with the result that hundreds of persons visited the scene, all of whom were relieved to discover that there had been no casualties. Township Constable Borden Conley and Provincial Constable J.M. Hinchcliffe made a report on the mishap.

**11/06/1942 Athens Reporter Westport**

Joel McCulloch, for many years a popular conductor on the B&W Rwy died at Yarker.

**Monday 15/06/1942 Ottawa Citizen Chalk River**

Three Pembroke persons were killed instantly, one died nine hours late in hospital and a fifth was critically injured when an automobile in which the five were riding was struck by a train on a private crossing over the C.P.R. main line shortly after seven o'clock Saturday night.

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The evening Ottawa Chalk River local, due here 7.02. was running a few minutes late and the front wheels of the automobile, which is said to have been driven by Andrew Johnston, were just on the track when it was struck.

The machine was hurled 60 feet and came to rest on the south side of the right-of-way.

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**Saturday 18/07/1942 Ottawa Citizen Belleville Glen Tay**

12 persons hurt in train collision in Lanark county

9 passengers, three crewmen slightly injured as freight and express crash at Glen Tay.

Nine passengers and three train crew members were injured slightly early today when a fast freight train collided with the Montreal - Toronto express at Glen Tay station in Lanark County, the Canadian Pacific Railway announced.

The C.P.R. said the cause of the collision, at 2.28 a.m., has not yet been definitely determined. The line was blocked until 6.55 a.m.

C.P.R. train No. 904, fast eastbound freight, pulling into Glen Tay at 2.28 this morning, struck passenger train No. 21, which was standing on westbound main track in front of the station," the C.P.R. said.

"Eight cars on No.904 and one coach on No. 21 were derailed. Two members of the crew of No. 904 and one member of the crew of No. 21 and nine passengers were injured, none of them seriously. The line was cleared by 6.55 this morning.

List of injured. (included F.E. Lindsay, baggageman, Toronto; M. Cousineau, fireman, Smiths Falls; J. Duffy, fireman, Smiths Falls.)

News of the derailment caused considerable excitement in Ottawa this morning. Many Ottawans were aboard the train which left Union Station here at 11 o'clock last night. The newspaper and railway offices handled many calls from friends anxious to find out whether any of the passengers had been killed or seriously injured. They were relieved to hear that only a small number of the passengers had been hurt, and these slightly.

The morning train from Toronto, due to arrive in the Capital at 7.30, was two hours late, coming in at 9.30

Here's one for Ripley. Yesterday, the noon-hour C.P.R. train from Ottawa steamed into Brockville, whistled for the station and pulled up to the siding as proud looking as ever - but without the necessary express and passenger coaches behind. The agent on duty rushed to the engineer as the latter climbed down from the cab, enquiring as he ran what had happened to the train. The engineer, unaware of his loss, glanced over his shoulder and then took another rapid glance to make sure he was seeing right. He ran to the back of his engine, looked in all directions, climbed into the cab and steamed out of the station in reverse. He found his train quietly resting on the right-of-way about two miles from town. It had uncoupled without his becoming aware of it. They, too were at a loss to figure out what had happened. (Branchline).

**Thursday 15/10/1942 Ottawa Citizen Beachburg Bank Street**

At 9 o'clock last night, two C.N.R. freight trains had a spectacular head-on collision just west of the steel trestle over the Metcalfe Road at Billings Bridge. One of the trains was transporting some forty horses for the army. At the point of impact, the two cars carrying the horses took a tumbling dive down the 85-foot embankment. Six crew members on the train were injured.

Paul Boisvenue, son of Mr. and Mrs. Alphonse Boisvenue, was returning home along the muddy dark road at the foot of the embankment, had to run to get out of the way of horses and big pieces of lumber that were falling around him. "I told my mother what had happened and she, together with her guests, Mrs. L. Lavigne, Mrs. H. Taillon, Miss. Eva Brule and neighbours Mr. Alexis Brule and Mr. and Mrs. Edouard Brule were the first to arrive at the scene of the accident". Mistery Alexis Brule and Paul Boisvenue played a hurculean part in helping to free what horses were left alive in the overturned cars. A total of twenty horses were either killed outright or had to be destroyed after the crash.

**Thursday 15/10/1942 Ottawa Citizen Smiths Falls Billings Bridge**

At 9 o'clock last night, Wednesday 14 October 1942, two CNR freight trains had a spectacular head-on collision just west of the steel trestle over the Metcalfe Road at Billings Bridge. One of the trains was transporting some forty horses for the army. At the point of impact, the two freight trains carrying the horses took a tumbling dive down the 85-foot embankment. Six crew members on the train were injured.

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**Wednesday 04/11/1942 Ottawa Journal Ottawa Electric Wellington loop**

OER begins construction of the Wellington loop.

**Wednesday 11/11/1942 Ottawa Journal Alexandria Union Station**

Familiar to Ottawa citizens for many years, the newsstand in the concourse of the Union station disappeared on Tuesday when Canadian National Railway officials, in an effort to speed the entrance and exit of passengers, tore it down and began construction of a door in the wall against which it stood.

In recent months railtraffic has been so heavy htat station attendants have had difficulty, in avoiding traffic jams between those entering from the trains and those outbound. The new doorway will afford an exit to the platform along the west side of the concourse and will simplify matters for tisket examiners.

The newsstand was established about 20 years ago, though it did not operate for some time during the depression years. After the outbreak of war, when rail business increased again, it was put into service again by the Canadian Railway News Service.

**Thursday 10/12/1942 Ottawa Journal Alexandria Ottawa Union**

New gate at Station Will Relieve Crush

At Union station owing to increased traffic and congestion at the gateways to and from the tracks, it has been found necessary to provide an additional gateway on the west side of the concourse leading to tracks 1 and 2. Officials say that of late it has been almost impossible to regulate traffic through the present gateways, especially from evening trains. Construction of the new gateway is proceeding.

**Friday 11/12/1942 Ottawa Citizen Lachute Hull**

Driver loses life, companion injured in crossing crash.

Injured late yesterday afternoon when the car he was driving was struck by a train on an Aylmer road level crossing, Ernest Dack, 43 years of age, of Easton's Corners, died shortly after one o'clock this morning in the Sacred Heart hospital, Hull.

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Dack was one of two men injured when their car was struck by a slow-moving locomotive at a C.P.R.level crossing almost in front of the De Salaberry Armories in Hull at 5.15 o'clock yesterday afternoon. Dack was driving at the time.

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According to the Hull police report, the car driven by Dack was proceeding west on the Aylmer road at a moderate rate of speed. Another car was stopped at the railway crossing and having failed to notice the wig-wag signal warning of the approach of a train Dack apparently thought that the parked car was stalled on the road. He passed it and as his car got on the tracks it was struck by the tender of the locomotive which was backing in a northerly direction.

The automobile was pushed a=sideways a distance of about ten feet before the locomotive came to a stop. It was badly wrecked, and it was with difficulty that the men were extricated from the debris, The train crew rushed to the men's aid and had them removed to the hospital in Gauthoer's ambulance.

**Wednesday 23/12/1942 Ottawa Journal Alexandria Ottawa Union**

Install Loud Speakers at Union Station to Aid Passengers  
The mechanical age made a new inroad into the life of the Capital this morning when the holiday bound travellers thronged Union Station to catch the early trains. The stentorian voice of the train caller, a feature of the station since trains were invented, was gone. Instead of the long drawn station-to-station chant of one of the employes, with his "all abo-o-o-o-o-ard", the throng heard their stations being blared forth from loudspeakers. The three speakers are being given a test in the Christmas rush to see whether they are more efficient than the voice of a single man who must strain his lungs to be heard above the clamour of the crowd. If they prove their worth,it is expected they will be a permanent installation.

**Saturday 26/12/1942 Ottawa Journal Maniwaki**

So heavy was the rail traffic leaving Ottawa on Thursday that for the first time in history the C.P.R. had to use C.N.R. coaches on its line to Maniwaki to accommodate the overflow of passengers.

**Monday 28/12/1942 Ottawa Citizen Chalk River Almonte**

Death toll in Almonte wreck

<http://news.google.ca/newspapers?id=eBAvAAAAIBAJ&sjid=-tsFAAAAIBAJ&pg=4226,4761602&dq=railway+railroad+train+cpr&hl=en>

<http://news.google.ca/newspapers?id=eBAvAAAAIBAJ&sjid=-tsFAAAAIBAJ&pg=4144,4866288&dq=railway+railroad+train+cpr&hl=en>

**Monday 28/12/1942 Ottawa Journal Chalk River Almonte**

Full account of Almonte wreck.