

Local Railway Items from Ottawa Papers - 1943

Saturday *06/03/1943* *Ottawa Citizen* *New York Central* *Harrison's*

The train weary Commandos, forced to idle away ten hours on the 70-mile (sic) journey from Cornwall, arrived home shortly after six o'clock yesterday evening and immediately set about getting some rest in preparation for the fourth game of their playoff series with Lex Cook's club at the auditorium tonight. Alex Smith and his club left the Factory Town in the early hours of the morning but spent a long day on the train when snow drifts held the party at Harrison's station, some nine miles from Cornwall, for five hours.

Tuesday *23/03/1943* *Ottawa Citizen* *Maniwaki*

Maniwaki train may run to suit civil servants

The summer schedule of the C.P.R. service to Maniwaki will probably be arranged to accommodate the civil servants with summer homes in the Gatineau district, it was learned this morning, but nothing definite can be done in the matter until the "staggered hours" system is put on a definite basis.

An official in the office of the director of operations, Board of Transport Commissioners, told The Citizen that the schedule of the Gatineau line was more or less "elastic" and could be arranged to be of greatest convenience to the passengers. "But there will have to be some definite decision and arrangement of the Civil Service working hours before a schedule suitable to all can be decided upon," he said.

A. Leo Sauve, assistant general passenger agent of the C.P.R. here, declared that the Gatineau service could be arranged to accommodate the majority of passengers if such an arrangement was agreeable to other train schedules using the single track between the Union Station and Hull. "Beyond that," said Mr. Sauve, "the line schedule can be re-arranged at will, but we have to consider the trains using that track."

Mr. Sauve said that T.R. Montgomery, president of the Civil Service Association of Ottawa, had not called him to arrange for a meeting or discussion on the subject of the Gatineau train service. The passenger agent added that he would welcome all opinions, and had received some by telephone this morning.

So at noon today the matter remained unchanged, the summer schedule of the Maniwaki train calling for it to leave Ottawa at 5.20 p.m., and return at 8.40 a.m., both arrival and leaving times considered useless to civil servants under the present staggered hours plan.

Wednesday *12/05/1943* *Ottawa Citizen* *Maniwaki*

Upper Gatineau objects to new C.P.R. schedule

Strong protest over the new schedule of the C.P.R. line between Ottawa and Maniwaki was voiced by the Maniwaki and Gracefield delegations at the convention of the Union of Chambers of Commerce of Western Quebec in Hull yesterday.

Acting as spokesman for the Chambers of Commerce of the two villages, Palma Joanis of Maniwaki said the new schedule was absolutely unfair to the residents of the Upper Gatineau district. It was all very well to try and please Ottawa civil servants who go up to their summer cottages but some consideration should be given to the permanent residents, he said.

"As it is now the morning train leaves Maniwaki at 5 a.m. and the night train comes in at 9.30 p.m. Those who want to take the morning train have practically spent a sleepless night and in the evening they have to do without their mail and daily newspapers because the distribution is only made by the post office the following day."

A motion was passed protesting over the inconvenience caused to the residents of the affected districts and urging that some adjustments be made to alleviate the hardships imposed upon a large number of residents of the Upper Gatineau district.

Friday *28/05/1943* *Ottawa Citizen* *Chalk River* *Almonte*

Materials reach Almonte for new railway signals.

Almonte May 27. Work in the new station protection railway signal system for Almonte, which was recommended during the inquest following the disastrous wreck there on December 27 last, will get under way soon.

Materials for the construction of the system, which is very complicated and will probably take several months to install, have arrived here.

The signal is a hooded light which warns an approaching train if another one is standing at the next block. In this case the signal light will be installed around the sharp curve west of Almonte and will give an approaching train plenty of time to stop if another one is standing at the station.

It was brought out at the inquest into the wreck that if a station protection signal such as will now be installed had been in commission beyond the western curve, the chances of an accident would have been practically non-existent. It is said that five miles of electric wire will be needed to make the installation.

A signal light similar to the one being placed in service at Almonte is already in operation outside Carleton Place.

Thursday *18/11/1943* *Ottawa Citizen* *Renfrew*

Discontinuance of the C.N.R. line between Arnprior and Eganville will be opposed by the towns, villages and townships affected by the plan. A plan to oppose the scheme was approved at a meeting of mayors and reeves of the municipalities concerned held last week in Renfrew.

It would not have seemed strange had the application to discontinue the line come a few years ago. Motor trucks and cars were on the road to a much greater extent than they are now and they all took away the traffic the railways were prepared to carry. Several branch railway lines in the province have been closed but in all such proceedings the chief argument backing the application was that trucks were robbing the railway of the business of transporting freight. Conditions have changed, however. Almonte Gazette

Engineer T.C. Reasbeck, 54, of 128, Hawthorne avenue, was killed late last night when a steam pipe burst on the locomotive of an eastbound freight train en route from Ottawa to Montreal at a point between Greenfield and Alexandria, about 50 miles east of Ottawa.

Injured seriously in the mishap were Fireman M.S. Cybulski, 30, of Barrys Bay and Brakeman A. Valliere, 30, of Limoges, who were taken to the Ottawa Civic Hospital on arrival of the Trans-Continental train from Halifax to Vancouver.

The explosion did not cause derailment of the freight train, but delayed the Trans-Continental about two hours and 20 minutes on reaching the Capital.

Injuries to Fireman Cybulski and Brakeman Valliere consisted of burns and severe scalds, and early this morning the hospital reported their condition quite serious.

Cause of the explosion is under investigation, according to a statement issued by Superintendent Paul Fox of the Ottawa C.N.R. division.

It was learned that Engineer Reasbeck died of a fractured skull suffered when he was hurled out of the engine cab following the explosion. Fireman Cybulski jumped and Brakeman Valliere remained in the cab and was the least injured. The brakeman suffered scalds to the hands, face and ankles while the fireman was also badly scalded on the face, hands and ankles and, in addition, suffered a deep scalp wound.

The freight train had travelled its entire length past the point where Engineer Reasbeck was found lying beside the track. It took a searching party some time to find the unconscious man.

Dr. D.J. Dolan of Alexandria, where the injured were taken first, treated them until they were put aboard the Trans-Continental for Ottawa. The injured were met by the ambulance of George H. Rogers Ltd., which took them to the Civic Hospital.

Superintendent Fox stated there had been no boiler explosion. If there had been the roadbed of the track would have been torn up.

On arrival of the injured men in Ottawa, Dr. R. Lorne Gardmer, C.N.R. physician took charge. An inquest will be held, but Dr. Dolan said he would have to communicate with the Crown Attorney Harkness in Cornwall to learn who would officiate at it.

The Trans-Continental train which was delayed two hours and 20 minutes should have arrived at 10.45 p.m.

31/12/1943 Cornwall Freeholder Alexandria

STEAM KILLS RAIL ENGINEER AT ALEXANDRIA

(Ottawa) Two railroaders, A. Valliere, 30, of Limoges, Que., and M.S. Cybulski, 30, of Barry's Bay, Ont., were in hospital here today in "quite serious condition" following the burst of a steam pipe in a Canadian National Railways freight engine near Alexandria, Ont. which fatally injured T.C. Reasbeck, 54, of Ottawa, the engineer.

Cybulski, fireman, and Valliere, brakeman, suffered scalds to the hands, face and ankles when the pipe exploded and Cybulski also suffered a deep scalp wound. Live steam shot into the cab of the locomotive as the train was pulling 55 cars up a grade near Alexandria, about 55 miles east of Ottawa. Reasbeck was thrown through the cab window by the explosion.

Jumped From Cab

Cybulski is believed to have jumped from the engine cab. The train, which continued to roll forward after the explosion, finally was stopped about three quarters of a mile east of the point where Reasbeck was found.

Conductor Ross Conley of Ottawa and other crewmen put out flares to stop the fast C.N.R. Transcontinental No. 1 train from Montreal which was following the freight. The Transcontinental was halted at Alexandria however and later pushed the freight into Greenfield, Ont. and took the injured men aboard.

Two Alexandria doctors, E.J. Dolan and D. Primeau, boarded the Transcontinental train here and went to the scene where they were assisted in treating the injured by Miss Edna Hill of Apple Hill, Ont., a trained nurse.