

Local Railway Items from Ottawa Papers - 1944

Thursday 06/01/1944 Ottawa Journal Alexandria

The funeral of Thomas Cuddy Reasbeck, a well known Ottawa locomotive engineer, who died of injuries as a result of an accident on December 30, took place at 1.30 p.m. in Vankleek Hill. Services ere held at St. John's Anglican Church, conducted by Rev. Mr. De Catanzaro. Mr. Reasbeck was a prominent member of Dalhousie Lodge, A.F. and A.M. and a Masonic service was held on Sunday evening at Vankleek Hill by St. John's Lodge, A.F. and A.M.

The high esteem in which Mr. Reasbeck was held was shown in the many floral tributes, including a cross from Dalhousie Lodge and a basket from the Brotherhood of Locomotive Firemen and Enginemen. The pallbearers were Messrs. M.T. Ashe, W.H. Taylor, E. Calcutt, W. Vogan, K. McDonald and D. McRae. Mr. Reasbeck, 56 years of age, was the son of the late W. Reasbeck and Christina Lunan. He was born at Plantagenet, and entered the service of the former grand Trunk Railway in May 1913.

The chief mourners were his widow, seven brothers, Daniel of Escanaba, Mich.; Charles of Hull; William of Timmins; James of Espanola; Kenneth of Noranda; Robert of Toronto; Edward of Hudson Heights, and one sister, Mrs. T.A. Standing of Ottawa.

Monday 10/01/1944 Ottawa Journal Alexandria Laurier Avenue bridge

The Laurier avenue bridge, closed since the weekend of August 7, was reopened to traffic at 8 o'clock this morning. The eastern approach of the span has been reconstructed, the floor slabs have been replaced and the steel pillars encased in cement. Cost of the repairs, borne by the C.N.R was reported to be \$60,000.

Saturday 26/02/1944 Ottawa Citizen Kingston (CN) Cardinal

Montreal. William Eccles of Montreal, engineer on an eastbound express and passenger train, was killed today when his train collided with derailed cars of a westbound freight train 1 1/2 miles east of Cardinal, Ont., Canadian National Railway officials announced here.

The 95-car freight train was just abreast of the eastbound train on double tracking when about 25 cars were derailed. The eastbound train collided with the cars. A fireman, W. Houle, of Verdun, Que., was "slightly injured," but there were no passengers hurt, railway officials said.

Seven express cars and two coaches on the eastbound express and passenger train were derailed when it collided with the freight cars. Cause of the freight car derailment was not known, officials said, and an investigation will be conducted.

A relief train pulled the coaches to Brockville and they were re-routed to Montreal.

Tuesday 28/03/1944 Ottawa Citizen Thurso and Nation Valley Thurso

Court Martial is told of Drinking, dancing party with Germans

Eight German prisoners of war, two members of the Veterans Guard of Canada whose duty it was to guard them, and four Buckingham girls had a gay time drinking beer and dancing at a Thurso hotel on the night of March 15, according to evidence given at today's session of the court martial where the two guards are on trial for alleged dereliction of duty.

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Singer works project some 45 miles north of Thurso.

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Duhamel, a station on the privately-owned railway line of the Singer company running from Thurso to the camp and some 37 miles north of Thurso, and gave movement orders to bring the eight prisoners to Buckingham for dental treatment.

he was expecting a detachment of 14 war prisoners from Maniwai that morning, and thus there would be a movement of prisoners both ways on the rail line. The prisoners under Corporal Lee, Private Skinner and another private and a civilian guard travelled to Thurso on the kalamazoo, a motor truck with flanged wheels which rides on the rails.

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Witness stated that one of the prisoners told him that three of them had had major extractions at the dentist and could not go back to work, especially in the open kalamazoo, and suggested that they be left at the hotel overnight.

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Under cross-examination of Capt. Brown, Scheult said the prisoners and the guards eat their meals together in the same mess at the camp.

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<http://news.google.ca/newspapers?id=pPouAAAAIBAJ&sjid=ENwFAAAAIBAJ&pg=6317,4561554&dq=railway+singer-company&hl=en>

Monday 10/04/1944 Ottawa Citizen Thurso and Nation Valley Thurso

Sentence passed on two guards of nazis at Thurso.

<http://news.google.ca/newspapers?id=LPYuAAAAIBAJ&sjid=9NsFAAAAIBAJ&pg=4246,1511376&dq=thurso&hl=en>

Wednesday 26/04/1944 Ottawa Citizen Smiths Falls Smiths Falls

Mrs. William Tate, Elgin, Ont., was killed instantly and three persons were seriously injured at about six o'clock this evening when the car in which they were riding was struck by an Ottawa bound C.N.R. train at a level crossing on the south west outskirts of Smiths Falls.

Tuesday 13/06/1944 Ottawa Citizen Chalk River Blakeney

District farmer Killed by Train.

James F. Timmins, 73, well known Pakenham township farmer, was instantly killed here this afternoon, when struck by an eastbound C.P.R. freight train. Apparently the farmer was walking on the track, which faces his farm, when killed.

The accident occurred about five miles from Almonte near the village of Blakeney.

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Early Days Of Street Railway Recalled by Old Time Table

A time table of the Cornwall Electric Street Railway Co., Ltd., issued December 24, 1896, which was recently brought into the office of the Daily Standard-Freeholder, will recall to older Cornwall citizens the schedule which trams of that day followed.

One of the most interesting features of the old time table is that the street cars on Pitt street ran between 11 p.m. and 1 a.m. to any part of the town to suit passengers.

At all times between the hours of 6 a.m. and 10 p.m., cars were scheduled to leave the Post Office on Second and Pitt streets every 15 minutes. Street cars in Cornwall now keep a 10-minute service at most stops in the city.

Then, as now, the trams met all trains at the Grand Trunk Railway station (present C.N.R. depot) and the company advertised that "close" connections for the trains could be made at the Post Office corner.

Evidence that the Street Railway made an earnest endeavor to serve the public to the limit of its equipment is to be found in the schedule which states: "At morning, noon and night cars will run in connection with the mills as may be most convenient to passengers; also, on special occasions cars will be run to suit the convenience of any large party."

Further appeal to the public was made in the final paragraph which advertised "a comfortable waiting room....at the office on Second street, where the public will be welcomed at all times."

"Rules and Regulations for the supply of incandescent[sic] light by the Stormont Electric Light and Power Company of Cornwall" which were issued in the 1880's show that the company was doing its best to acquaint the public with the use of electricity.

Ordinary Wiring .

Rules read "This Company will do all ordinary wiring at its own expense; but all concealed work and all extra appliances, such as electroleves, brackets, switches and shades will be at the expense of subscribers.

"This Company will furnish the first outfit of lamps to the subscribers free of charge, and will guarantee average life to be not less than 800 hours, for 16, 25 and 50 candle-power lamps and 1200 hours for 100 and 150 candle-power lamps." However, the Company did not renew lamps "carelessly broken."

Of interest are the commercial rates of that time which sold electricity to consumers on the basis of the hour at which lights would be turned off for the night.

Special rates could be obtained if the lights would be turned off at 8.30 p.m. or any hour thereafter. The Company retained the right to turn the power off at the house of a consumer if the lights were used later than the hour contracted for.

The regulations stated that the company "shall at all reasonable times, by its authorized agent, have free access to the premises in which light is used, to determine if it is being carried, distributed and used in the proper manner, and in accordance with the Rules and Regulations."

Then, as now, the company reserved the right to turn off the power if the light bill was not paid promptly

Friday **11/08/1944** **Ottawa Citizen** **Prescott** **Ottawa West**

Engine 2858 in Doghouse. Hauls only Local Now.

Times are tough for C.P.R. engine No. 2858. She's been demoted.

For quite a long while now, the big 2858 ran on the Vancouver train, No. 7, thundering in here every couple of nights or so on either the first or second section. Today she crawled in on the Montreal local. There was gloom among the insiders down at the depot today, to see 2858 arrive at the front end of the Montreal local No. 503.

It was learned too that 2858 recently was in Quebec. Perhaps this was a pro-Godbout locomotive, and has been sent to the dog house instead of the roundhouse with Duplessis' victory. In any event, this afternoon, No. 2858 will go back to Montreal on the 4.10 local, a terrific come-down from a career of pulling Nos. 7 and 8.

Saturday **12/08/1944** **Ottawa Citizen** **Hull Electric** **Aylmer**

Some 150 Aylmer ratepayers protested against a request by the Hull Electric Company to dismantle westbound tracks through the town.

Monday **02/12/1944** **Ottawa Citizen** **Montreal and Ottawa** **Bourget**

2 Ottawa Men, One Eastview Resident, Dead

Three Ottawa plasterers were instantly killed at 9.35 a.m. today when their automobile was struck by the first section of the Montreal-Ottawa C.P.R. train at the Bourget station level crossing.

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This was the second fatal level crossin accident to occur at Bourget within a week. Isidore Leduc, 63-year-old farmer was killed in similar circumstances last Wednesday morning.

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It took ten men to release the automobile from the locomotive. The bodies of the three en were placed in a baggage car and the train backed up to the station.

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Thursday **14/12/1944** **Ottawa Citizen** **Hull Electric**

To replace the Hull Railway Co.

"The day the war is over if I am still the mayor of the city of Hull I will see that the Hull Electric Street Railway Company moves away from the city and is replaced by another firm," said Mayor Raymond Brunet last evening at an election meeting held in Romanuk's hall. the mayor asaid he would eithe call on the Ottawa Electric Company to service the city or request Quebec Provincial Transport Commission to establish a bus service throughout the city.

Friday **22/12/1944** **Ottawa Citizen** **Alexandria** **Casselman**

No one hurt in C.N.R. collision near Casselman.

The caboose and two cars of a C.N.R. freight train were destroyed by fire about 2.18 p.m. yesterday after a second freight train had crashed into them. The accident occurred on a bridge located about a quarter of a mile west of Casselman, Ont. No one was injured in the collision. Casselman is located about 31 miles southwest of Ottawa. Traffic on the main C.N.R. line was disrupted due to the accident.

According to witnesses, the one freight train had stopped near the bridge. The second freight plowed into the rear three cars of it, badly wrecking them and setting them on fire. the engine of the second freight was said to be slightly damaged. Both trains were east bound.

None derailed.

None of the cars on either train was derailed. C.N.R. officials last night could give no immediate cause for the accident. They stated an immediate investigation would be made. Late last night men were still working to clear the main line. It was stated normal traffic would be resumed about midnight.

22/12/1944 **Glengarry News** **Alexandria** **Casselman**

Reported rear end collision on South Nation River Bridge at Casselman.