

# Local Railway Items from Area Papers - 1948

27/01/1948 *Ottawa Citizen* *Alexandria*

The CNR last night issued a statement concerning the event which delayed the Montreal -Ottawa train last Monday night, first reported in Wednesday's Evening Citizen. The official explanation differs slightly from the newspaper.

According to the railway, a 4 1/2 hour delay was caused when a broken equalizer on the rear truck on the third car from the engine derailed that truck as it passed over a switch. The truck and the two on the fourth car then went into a side track. The train at that time was travelling at only 30 mph.

The engineer brought the train to a halt almost immediately. Slight damage was caused to the roadbed by the dragging truck, but no cars overturned, no ties were torn up and no one was injured.

31/01/1948 *Ottawa Citizen* *Renfrew* *Graham Bay*

2 men escape as heavy van crashes train.

Two men had a close brush with death in a spectacular accident last night, when a 12-ton Fournier Storage van plowed into a moving CNR freight train at Graham's Bay. The mishap occurred at the railroad crossing intersecting Highway No. 15, about one mile southwest of Britannia.

<http://news.google.ca/newspapers?id=oP4uAAAAIBAJ&sjid=GNwFAAAAIBAJ&pg=5278,6525541&dq=railway+railroad+train+cpr+bride&hl=en>

17/02/1948 *Kingston Whig Standard* *Kingston (CP)*

Keeping Line in Working Order Job of Men at Old Roundhouse

By Reg. Redmond

INGENUITY is the watch-word at the Canadian Pacific Railway roundhouse near the foot of North Street. All running repairs to four locomotives, five day coaches and an average of 20 freight cars are daily performed by four men. This quartet keeps a 24-hour watch over their charges.

The locomotive department is staffed only by H. R. Davis, chageman or locomotive foreman. Sole member of the car department is A. A. Potter, car inspector.

General work is done by Joseph Harten. Thomas Roberts alone stands the night trick.

While major tests and repairs are not done at Kingston, the roundhouse crew finds plenty to keep it busy. One of Mr. Davis' chief responsibilities is watering engine boilers. This calls for great care as because if a boiler is too full, water gets into the cylinders and bursts them.

Eighteen journal boxes must be inspected and oiled every time an engine arrives. Save for the vigilance and care of the one-man locomotive department, an engine might develop a "hot box" with disastrous results.

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DRIVE WHEELS journals and rods must be greased after every run. Cylinders and [the] air pump must be oiled and a hydrostatic lubricator must never be allowed to go dry. This special lubricator supplies heat-resistant oil to pistons, valves and the steam end of [the] compressor..

All this is just routine to Mr. Davis. But when a minor breakdown occurs, he must repair broken parts before sending the engine back on its daily run. He devises means of stopping a cracked boiler or leaky fitting. "When an engine comes in here with a cracked boiler I have to caulk it or the locomotive will die on the road" explained Mr. Davis.

Each spring is examined to make sure it is neither broken nor weak. A weak spring might allow a wheel to rub against the engine's firebox. Dynamo repairs [illegible.....] are all in the roundhouse chageman's line of duty.

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ROUTINE WORK in Mr. Potter's department includes filling coaches' drinking and washing water tanks, cleaning and putting ice in drinking water tanks. Coaches on the Kingston-Pembroke line are gas-lighted. Mr. Potter is responsible for filling each coach's Pintsch gas tanks.

Before a coach or car leaves the roundhouse its doors and draft gear, couplers and drawbars must be checked. A snapped coupler is a stroke of grief to Mr.

Potter. These massive metal links are more than a one-man load. When one breaks in the yard he musters all hands to help install a new one. A whole truck must be dismantled to make this repair.

Air pipes are another worry. Pipes under the cars and hoses between them are inspected daily. Any breaks are repaired locally so the car will be safe for the road. Repairs, which might seem minor to a large car or coach shop, take on giant proportions, taxing ingenuity to the limit, when set before one carman and a helper.

Duties of this department even include emergency coaling. Regular coaling is done at Tichborne.

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LOCOMOTIVES and coaches occasionally get "flat tires" although in railway terminology they are called "slid wheels". In fall when leaves get crushed on rails, wheels may slip and flatten. These must be made safe for travel, even if complete repairs are made later at a larger shop. In mixed trains, coaches separated from the engine are heated by small stoves which in Kingston are tended by Mr. Potter.

One of Mr. Harten's duties is keeping steam in a boiler which heats coaches standing in the roundhouse yard. The Sharbot Lake train leaves at 8.38 a.m. and, on its return run, arrives at 7.45. The Renfrew train arriving at 5.15p.m. and leaving at 10.30 a.m. keeps three engines in [illegible.....]

11/06/1948 *Ottawa Journal* *Lachute* *Thurso*

Thurso to Have New Station

Thurso June 10. Thurso will soon have a new station to replace the one destroyed by fire last December 23. Plans have already been approved by the local council, and building will be started by the Canadian Pacific Railway at the end of the month.

Of attractive brick design, the station will contain every possible comfort. One section will be of two storeys with offices on the lower floor and the station master's quarters on the upper. The other section, with a novel roof design, will house the waiting rooms and the baggage and express accommodation.

To avoid the blocking of Galipeau street by trains standing in the station, the new building will be 80 feet away from the former location.

This will not be the first time that Thurso's station has been moved. In 1927, the one recently destroyed by fire, was shifted and renovated.

02/07/1948 *Ottawa Citizen* *Renfrew* *Ottawa, Carling avenue*

Orangemen get ready

Nine special trains to bring crowds here.

Arrangements were announced today for the arrival during the morning of July 12, of nine special trains which will bring lodges to Ottawa for the celebration of the centenary of the Carleton County Orange Lodge at Lansdowne Park.

A temporary railway station will be provided at the siding on Carling avenue, west of the Experimental Farm, where King George and Queen Elizabeth stepped from the Royal train nine years ago for their Ottawa visit.

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09/07/1948 *Ottawa Citizen* *Renfrew* *Arnprior*

Train kills 10-year old at Arnprior.

Robert Moore, 10-year-old son of Mr. and Mrs. Barclay Moore of Braeside, was instantly killed and his father suffered severe head lacerations and shock when a truck smashed into Canadian National eastbound No. 90 passenger train at the Russell street crossing in Arnprior yesterday afternoon.

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Locomotive Wrecks Auto, Crashed Cornwall House

A runaway freight train that lumbered down street-car tracks on the main street, Pitt street, gave Cornwall residents a scare last night,

An unscheduled trip ended when the locomotive broke loose from its nine freight cars, toppled on a sharp curve and smashed into a verandah on which two people were waiting for one of the city's red street-cars.

Four injured

Engineer William Nicholson, 52, of Montreal and Fireman Gerald Suffle, 25, of Ottawa leaped from the cab just before the locomotive overturned. Nicholson suffered a head cut which required five stitches to close. Suffle sprained his ankle. Both men were released after treatment at hospital for their injuries.

Albert Lalonde who, with his wife, had been waiting for the street-car, suffered burns from steam after the engine landed almost on the verandah. Both Mr. and Mrs. Lalonde were taken to hospital, where Mrs. Lalonde was treated for shock.

After the accident, thousands of curious onlookers converged on the scene of the crash. Cars and bicycles blocked many roads and at times police traffic constables were unable to clear Pitt street of the surging mob.

The locomotive, in addition to wrecking the verandah, flattened an automobile and damaged a light truck parked near the car.

"It was awful".

"It was awful, terrible," one witness, Mrs Arthur Parker of Cornwall stated. "Steam and water spurted all over the place, coal scattered all over the lawn and the cement curb was all torn up."

Timbers from the wrecked verandah lay strewn over the dug up lawn, some scattered several feet away.

Arnold Pitts of Cornwall was sitting in his automobile when he saw the train come around a corner of Pitt street, the main thoroughfare. He jumped from the car seconds before the toppling engine flattened it.

A panel truck near the Pitts car was damaged.

All the freight cars remained upright after the engine became uncoupled. They coasted to a stop.

Railway officials said the locomotive, a switching engine, had been standing on a siding which connected with the street-car track system when freight cars broke loose on another siding and struck it. The impact apparently jammed a gear and started the locomotive off in reverse, pushing the nine freight cars.

Extinguish Fire

City firemen extinguished the fire in the toppled locomotive firebox. CPR wrecking equipment was being sent from Montreal to remove the locomotive from its resting place on Pitt street three blocks north of the main business area. At midnight the wrecking crews had not yet arrived in Cornwall but were expected "any minute now."

The Cornwall Street Railway System operates a switching service for the many industries of the city. These firms have sidings at the three railway yards in Cornwall and their freight is hauled from the sidings to the factories by the street railway system.

But where the companies have no direct siding from a railway yard, the street railway hauls the freight and tank cars along their own recently-installed rails on back streets. Until a few years ago freight cars ran on Pitt street

The locomotive had been standing on a siding which runs into Pitt street opposite the foot of Sixth street. When the nine freight cars, shunted from a parallel siding, rammed into the rear of the standing locomotive, the engine began to move in reverse, pushing the freight cars towards Pitt street.

At the curve leading on to Pitt street, the freight cars became uncoupled but continued to roll south down the main street. They eventually coasted to a halt.

The locomotive, however, jumped the tracks after rounding the corner and crashed into the verandah of the Lalonde home, the sixth house from the junction of the street railway and the railway tracks.

12/07/1948 *Ottawa Citizen**New York Central**Edwards*

Truck struck by NYC train Driver unhurt,

Joseph A. Leroux, 61-year-old resident of Vars, narrowly escaped death or serious injury at 5.30 p.m. Saturday when the panel truck he was driving was struck by the Ottawa-Cornwall New York Central Railway's passenger train at a level crossing near Edwards. Leroux escaped with only a minor scratch on the right arm.

According to the report of Provincial Constable "Bud" McNeill, who investigated, Leroux was driving his truck west along Phair's road at the time, he noticed the train speeding southwards and, applying his brakes just as the front of the truck was on the crossing, he threw the gears into reverse intending to back out of the path of the train.

He had not sufficient time to get clear of the tracks, however, and the locomotive struck the front of the truck and threw the vehicle into the ditch. The truck was badly damaged.

26/08/1948 *Ottawa Citizen**Tramway**Fitzroy*

Man Killed At Fitzroy

Peter Lalonde, 50-year-old resident of Fitzroy harbor, was instantly killed at 10.45 o'clock this morning when the electric crane he was operating in moving box cars at the Hydro Electric Company's plant at Fitzroy jumped the tracks and plunged from a trestle onto rocks 25 feet below.

Joseph Bowman, 45, who was riding on the crane with Lalonde at the time, smashed a window in the cab and leaped out just before the heavy piece of equipment went over the side of the trestle. He suffered only a broken nose and minor cuts and bruises.

Peter Lalonde, who was widely known in the Fitzroy area, leaves a wife and four children.

27/08/1948 *Ottawa Journal**Beachburg**Fitzroy Harbor*

Funeral Sunday for Worker Killed at Fitzroy Harbor .

Libera service -will be held Sunday at 3 p.m. in St. Michael's Church, Fitzroy Harbor, for Peter Lalonde, Fitzroy Harbor man who died Thursday morning shortly after he had been pinned by a falling railway crane at the power station site. Requiem mass will be chanted Monday.

The : huge crane was on a trestle, 20 feet above the ground, and toppled while lifting out power house machinery.

Mr. Lalonde was struck by the crane and fell beneath it, dying shortly after. A priest from Fitzroy Harbor administered the last rites. Crane Operator J. Bowman escaped with slight injuries. Coroner Dr. R. A. Dowd. of Osgoode. ordered an autopsy performed at Ottawa Civic Hospital and decision on whether to hold an inquest will depend on the autopsy findings.

The accident occurred during operations to remove heavy machinery from the power house, which has not operated for two weeks. The machinery is being sent away for reconditioning.

Provincial Constables A. L. Robertson and McNeil investigate.

Mr. Lalonde was born and educated at Masham. Que., son of Pierre Lalonde and Ann Beaudoin. He was married to the former Laura Meunier at Masham in August 1926, later moving moving to Fitzroy Harbor where for 18 years he. was employed as a rigger and maintenance man by the Hydro Electric Power Commission. Commission.

A devout parishioner of St Michael's Church, he was a member of the Holy Name. Society and a member of the HEPC Employees' Association. In addition to his wife he is survived by two sons, Rene at home. Marcel, with the Navy in Ottawa; two daughters, Pierette of Ottawa, Charlotte, Fitzroy Harbor; a half-brother, Rene Renaud of Masham, and two half-sisters, Mrs. Lorenzo Martineau and Mrs. Henry Moyneur. both of Masham; and a sister, Mrs. Andre Legros of Masham.

**Ottawa-Montreal Train 3 Hours Late In Derailment**

One coach of a Canadian National Railways passenger train from Ottawa to Montreal partially left the rails at Carlsbad Springs, eight miles from Ottawa, at 9 a.m., railway officials reported here today.

The train was not damaged by the derailment and there were no injuries to either passengers or crew members, an official said. The train was the CNR's No. 48, which left Ottawa at 8.45 a.m., EDT. It was due at Montreal at 12 noon, EDT.

The train was travelling slowly when one pair of wheels on the coach slipped off the track. The train was brought to a stop without without other cars leaving the rails and before the one coach became entirely derailed.

The partially derailed coach was removed from the train, which was re-connected and resumed the run to Montreal. The coach was switched on to a siding.

Railway officials said the train would arrive in Montreal about three hours late as a result of the accident.

**'Cross Town by Austin Cross**

For more than forty years now a railway bell has been calling faithful Anglicans to church. What astonishes me is that I have been scooped on such a story for that church bell is right over my own Ottawa East. How the church bell got from the bottom of the Rideau canal to the top of Ascension Church belfry is an interesting story. This is one Lud Hawkins shouldn't miss.

One day, back about '04 or '05 before any lady working on the The Evening Citizen was born, Engineer Frank Turner of the old Canada Atlantic Railway was easing a train eastward from Bank Street toward the Rideau canal. Handling the shovel was Fred Page.

As often happens, when an engineer has a good fireman, he lets the knight of the shovel take over.

"Take her over Fred," he said.

Those were the saddest words he ever said. Fred took her over and started to wheel No. 33 toward the bridge. She was a little old Rhode Island type. Then, as now, there was a swing bridge, and the bridge opened to let traffic through. There was a lot more water traffic then than now.

For what reason I know not, Fred ran C.A.R. No. 33 through the open bridge. In a word, he put her in the drink. No. 33 settled down calmly and quietly into the ooze and that was than.

I am not sure what happened to Frank Turner, but it was goodbye to the Canada Atlantic for Fred Page. Mr Turner, incidentally, dead many years, had a son, Louis Turner, who worked for the Canadian National.

Meanwhile Fred Page got a job for the Ottawa Electric and ran on the street cars for Athearn and Soper for many years before he retired. He is dead now.

The little Rhode island engine sat in the ooze for some time till the Canada Atlantic got the hook, and hauled her out.

At this time, somebody mentioned in Ascension Church that they were without a bell.

I got in touch with Mrs Ike Johnson, 137 Hawthorne, who is over 30, and who recalls the incident very well. Rose Johnson said that when the matter of the bell came up. Joe Leslie, then people's warden at Ascension drew attention to the existence of this bell and said he thought he could get it. It also happened that E.J. Chamberlain, who klater became president of the Grand Trunk which bought the Canada Atlantic, was the original general manager of the CAR. The result was that it was an easy thing to get the train bell for the Anglican Church on Echo drive.

Old No. 33 has gone to that heaven of all engines, the scrap heap, a long long time ago. But there's a touch of immortality about old 33 just the same. For each Sunday the spirit of the little Rhode Islander rings out a message, calling the Ottawa east Agglicans to church. As it ding dongs a message to the faithful, it conjures up a message to the old timers still alive.

**Freight Train Derailed Near Coteau Junction**

MONTREAL, Nov. 15 (CP) Eighteen freight cars were derailed on the Canadian National Railway line between Coteau, Que., and St. Polycarpe, today. St. Polycarpe is 45 miles west of Montreal. CNR officials said no one was injured.

Cause of the derailment was unknown.

The 18 cars were part of a 44-car freight train travelling from Montreal to Ottawa. The engine remained on the track, as did the other cars.

The accident occurred at 1.25 a.m. All trains that usually travel on the track will be rerouted via de Beaujeu and Dorval until the track is cleared, which is expected to be midnight tonight.