

# Local Railway Items from Ottawa Papers 1948

**Thursday 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.

**Saturday 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=oP4uAAAIBAJ&sjid=GNwFAAAAIBAJ&pg=5278,6525541&dq=railway+railroad+train+cpr+bride&hl=en>

**Friday 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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**Friday 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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**Friday 09/07/1948 Ottawa Citizen Cornwall Cornwall**

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 veranda. 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 veranda, 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 veranda 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.

**Monday 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.

**Thursday 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.

**Saturday 12/11/1948 Ottawa Citizen Renfrew Rideau Canal**

'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 later 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 Anglicans to church. As it ding dongs a message to the faithful, it conjures up a message to the old timers still alive.