

# Local Railway Items from Area Papers - 1949

*03/02/1949 Ottawa Citizen Brockville Bell*

Train kills eight horses.

Brockville - Pool train No. 559, of the Ottawa-Brockville run, speeding from Smitjs Falls towards Brockville soon after five o'clock Wednesday afternoon, struck a group of horses which had wandered on the track at Bell's crossing and killed eight of them. One of the eye-witnesses of the accident reported that "the sky was red with blood" when the train ploughed into the animals. The property of Joseph O'Grady of Frankville, eight miles away. O'Grady had them on the property of Ed. Davis, not far from Bell's crossing and intended taking them to Prescott Thursday to be sold. The train was delayed about five minutes on arrival here. It was in charge of conductor E. Tapp, Ottawa and engineer Broom, also of Ottawa, was at the throttle.

*23/02/1949 Ottawa Citizen Prescott*

Mail to Kars Travelling by Train Again

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night. The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

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"The fill-gap service was found unsatisfactory," another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

*21/03/1949 Ottawa Citizen Prescott Ottawa West*

Less Smoke in Yards

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls.

Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures now being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

*08/06/1949 Ottawa Citizen Walkley Line*

Clearing land for rail cutoff.

Land in the Walkley road area south of Billings Bridge is being acquired gradually by the Federal District Commission, it was learned yesterday.

The property will be used as a railway cutoff to handle the make-up of trains now being done in the Bank street yards of the Canadian National Railways. Ottawa real estate representatives are handling negotiations for the FDC with 40 home owners in the Russell road area, which is scheduled to be the new industrial area in the Greater Ottawa blueprint.

*30/06/1949 Ottawa Citizen Alexandria Casselman*

Rule Death Accidental.

Casselman. A verdict of accidental death was returned last night by a coroner's jury into a level crossing accident which claimed the lives of Onesime Patenaude, 76, and Edmond Tessier, 41, both of Lemieux, Ont., on June 21.

Mr. Patenaude was killed instantly when the light panel truck in which he was riding was struck by a passenger train on a crossing about 200 feet from the Casselman station. Mr. Tessier died en route to an Ottawa hospital.

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*27/07/1949 Ottawa Citizen Cornwall Street*

Trams a thing of the past.

With inauguration of a trolley bus service on a belt line covering the northern section of the city, Cornwall Street Railway Light and Power Company Limited today completed the major part of the change over from street cars to trolley buses.

The first of the new transportation vehicles started operating on Second street last month. Since that time company workmen have been installing overhead equipment for trolley buses on the belt line.

Company officials, mayor Aaron Horovitz and Township Reeve J.E.U. Rouleau will take a ride on the last of the now obsolete street cars late this afternoon. This will be followed by a trip on the new route in a trolley bus. The street cars will be appropriately decorated.

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*03/08/1949 Ottawa Citizen Alexandria Hurdman*

Three young men and a girl narrowly escaped death shortly after midnight, when the three ton truck in which they were riding struck the side of a Montreal-bound freight train on the River road at Hurdman's Bridge and was hurled twenty-five feet into a gully.

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Pieces of the truck were strewn along the track for more than 100 yards. The train continued on its way, the engineer being evidently unaware that the train had been struck.

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The Train of Tomorrow like a dream on wheels. By Austin F. Cross.

03/11/1949 *Pembroke Observer* *Beachburg*

Worker Killed When Train Strikes Truck on C.N.R. Main Line

When a logging truck was struck by a C.N.R. train near Brawney Wednesday afternoon, John Meilleur, 23, one of the occupants of the truck and two others were injured.

The injured men, Fernand Cormier and Roche Meilleur, brother of the dead man, were brought to the General Hospital here. Meilleur received treatment for head injuries and was released Friday night (?), while Cormier, whose injuries are more serious, is still a patient.

The accident occurred at what is known as the Hydro spur, where the transmission line from Rapides des Joachims crossed the C.N.R. main line, and the mixed train struck the rear end of the truck, spinning it around and overturning it in a ditch. The three occupants were thrown out and John Meilleur was struck by the engine. His body was badly mangled and his death was almost instantaneous.

The train, in charge of Conductor A.J. Cameron and Engineer Albert Bate of Ottawa, was proceeding slowly as it approached the siding.

The body of the victim and the two injured were placed on the train and brought to Pembroke.

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