

Local Railway Items from Ottawa Papers - 1951

Wednesday 07/02/1951 Ottawa Citizen Sussex Street

An Eastview man, Sydney H. Webb, 78 St. Amboise streey, escaped unhurt when his car skidded into the side of a slow moving freight locomotive shortly before 7.30 p.m. yesterday.

The CPR crossing at Charlevoix Street in Eastview was the scene of the accident, which involved CPR locomotive No. 3410 operated by Engineer Hubert Bough, 231 Primrose Avenue.

Webb told police that the train pulled out of the yards of Betcherman Iron and Metal Company as he approached the crossing. He stated that he noticed the engine and though he applied the brakes the automobile slid on the glare ice into the side of it. The train was travelling at the rate of 4 miles an hour at the time. Damage to the automobile was estimated at \$400.

The accident was investigated by Constable Claude Dwyer of the Eastview police, who was assisted by Constables Gordon Hicks and William Haley of the Ottawa City Police.

Monday 12/02/1951 Ottawa Citizen Chalk River Pembroke

Pembroke - No injuries resulted but considerable damage was caused and the main line of the CPR blocked for several hours here yesterday, the result of a derailment of a freight train near the Pembroke Shook Mills, just inside western Pembroke limits.

Ten box cars were derailed two of them overturned beside the track which happened about 7.45 a.m.

Traffic along the transcontinental line was immediately halted and interrupted until late yesterday afternoon when wrecking crews completed clearing up the wreckage and repaired the damaged rails.

Railway officials revealed that the accident occurred when a mechanical defect caused a broken arch-bar on the underside of one of the cars.

Ten cars were derailed and the tracks torn up for several hundred feet. Two of the derailed cars, the one with the defect and another, were overturned one on each sde of the right-of-way with the wheels torn off both.

The officials revealed also that the train, eastbound at the time, was an extra freight under the charge of Conductor Tom Spooner of Smiths Falls. They emphasized that no blame was attached to anyone with respect to the accident.

One wrecking train and crew arrived from the west early yesterday morning while another from Smiths Falls reached the scene about noon and both worked rapidly to clear the line. Eastbound trains were held at Chalk River, about 20 miles west of here, while those westbound were stopped at Pembroke.

Saturday 17/02/1951 Ottawa Citizen Lachute

None hurt in crash of truck train.

Ernest Bastien, 35, of 154 Hinchey Avenue, narrowly escaped injury yesterday afternoon when his loaded fuel-oil truck with its inflammable cargo skidded into the side of a moving passenger train at a Hull crossing.

The CPR Montclair Street crossing was the scene of the truck-train crash, when the truck plowed into one of the rear coaches of CPR Ottawa-Maniwaki passenger train, locomotive No.2927, that had just pulled out of Beemer station at 4.45 p.m.

Although the cab of the heavy tanker tractor owned by Hall Fuels, 339 Preston Street, was totally wrecked, the efforts of the driver in pulling the truck sideways was credited with saving the 1,200 gallon oil tank from damage.

None of the oil escaped and there was little danger of fire or explosion following the crash.

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Although the railway coaches were slightly damaged as a result of the accident, officials reported last night that none of the passengers were injured.

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Engineer William R. Creighton, of 125 Bayswater Avenue and Fireman George Tapp, of 158 Beach Street were in charge of the locomotive.

Thursday 24/05/1951 Ottawa Citizen Kingston (CN) Cardinal

Emergency tracks were being laid throughout the night at the Cardinal accident scene. --

Trains were being rerouted last night around the Cardinal wreck by way of Smiths Falls and Dorval. Other passenger and freight trains were carried on CPR tracks as the two systems combined to meet the looming emergency.

Rail officials at Ottawa said that the disruption in passenger and commercial traffic could have been "just about the worst holiday weekend imaginable" had it not been for the fast decisions and the ability to change routes.

The derailment at Cardinal, still being cleared at presstime, threw off four cars and and a big railway crane about 4.30 p.m. yesterday. The small work train from Montreal, which also included four other cars and a diesel engine which were not derailed, was on its way to Napanee to clear a wreck there which had blocked the line at noon yesterday, requiring further rerouting earlier.

The crew of 15 had been riding in the rear cars or the engine at the time of the rail-jumping at Cardinal. No one was injured as the crane and four cars toppled over about a mile north of Cardinal at the place where the tracks cross the Shanley Road subway there.

Cause of the accident was a broken axle on the crane car which edged the heavy piece of wrecking machinery off the tracks, dragging the four cars with it. Both tracks were ripped up for more than 50 yards. Crews last night worked to restore one of the tracks. Trailing pieces from the bottom of the crane car scraped the track badly for several hundred yards further.

End Of An Era: .

53-Year-Old N.Y.C. Passenger Service Suspended 'Till Fall

With a sharp blast of its whistle and a belch of black smoke from its time-honored smoke-stack, the last New York Central passenger train to travel through Cornwall during summer months chugged away from the old, gray station in the city's west end last night.

Along with a few passengers and some express, the train also carried old, and, perhaps, somewhat misty, memories for Charles S. Thompson, agent-telegrapher at the local NYC depot since 1933 and an employee of the railroad since 1909.

This trip marked the end of an era in the history of this 53-year old division of one of the greatest railroads to the United States. For last month the Board of Transport Commissioners at Ottawa authorized the company to discontinue passenger service on this division for six months of the year the year from November until April. Arguing that it was bearing a substantial financial loss on the service, the company asked permission to discontinue passenger service entirely at a hearing before the board here in June.

Little Used

Few Cornwall people today use the line which extends from Helena, N. Y., across the mighty St. Lawrence River via Roosevelt International Bridge to Canada's Capital City..

But such was not always the case. This division, which used to run through to Tupper Lake, N., Y., used, to have a heavy passenger trade.

Mr. Thompson, who has been with the line for 42 years - all spent on this division - sat at his workworn desk in the old-fashioned office and reminisced yesterday afternoon,

"Why I can remember when I used to sell tickets for an hour steady before train-time," said the balding, bespectacled agent with perhaps, a trace of witfulness in his voice, "It wasn't unusual in years gone by for between 45 and 50 passengers to board a train at this station.

"I certainly am sorry to see summer passenger service cut off," said the veteran railroader in reply to the reporter's question.

But he was philosophical about the whole thing, for he knew he would still have work to do, as freight service will still continue.

"When I started my apprenticeship at Newington we had four passenger and two freight trains a day. Then in 1939 passenger service was reduced to one train up and one down." Mr. Thompson said.

"Yes, we did a terrific passenger business years ago. Why I have sold tickets for two special trains for two days during Ottawa exhibition week, and each train was loaded to the roof.

"We ran specials for holidays, too. I remember Christmas, Thanksgiving and other holidays when we ran two specials and they were packed," the agent said. "Last July 12 we ran a special for the Orangemen - probably the last. It was the first since wartime when special troop trains ran to Ottawa."

Ten years ago passenger ticket sales at the Cornwall station totalled between \$1,800 and \$2,000 for a month. Now the average is between \$400 and \$500. Last month 262 tickets were sold.

Started in 1909

Mr. Thompson began his apprenticeship with the New York Central at the Newington station in 1909. Since that time he has worked at Santa Clara, N. Y., Kildare, N. Y., Dickenson's Centre, N. Y., and Black River, N. Y.

His first position after completing his apprenticeship was as an assistant agent at Russell and he was at the Berwick station for 21 years.

"I learned my operating at Newington," Mr. Thompson said, "and when I came to Cornwall in 1933 I was put on the second trick job. Then the agent died and the man next to him moved up to his job. When he died some time later I got the job."

When the reporter rather hesitantly queried Mr. Thompson about his age, he replied with a smile, "Oh, I'll soon turn 50."

But he was just joking. He will celebrate his 60th birthday next Tuesday; He has five more years to go before retirement.

"And you can say this too," he added. "The New York Central is a great company to work for. In the years that I have been with them they have certainly been good to me."

He wasn't positive, but he thought the line to Ottawa was opened about 53 years ago.

Yesterday morning he sold a ticket to an elderly lady from Harrison's Corners who said she travelled on the first train 53 years ago and she wanted to travel on one of the last ones.

Freight business is still, "very good," Mr. Thompson pointed out. It will not be curtailed and two freight trains a day will continue to operate. Express will also be carried on these trains.

17/09/1951 Athens Reporter

Westport

Athens

Strong opposition to the closing of the Canadian National Railway line (the Brockville and Westport) from Lyn Junction to Westport was registered at the regular meeting of the Athens village council. Reeve Guy Purcell and all councilors were in attendance at the meeting, at which the members agreed to send a representative expressing their views to any board or committee meeting held in connection with the line's closing. A copy of the resolution was voted to be sent to the Board of Transport Commission at Ottawa.