

Local Railway Items from Area Papers - 1953

11/03/1953 Ottawa Citizen

Carleton Place

Ottawa, Hinchey avenue

Child walks into train; badly hurt.

A young Ottawa boy who apparently walked into the side of a slow-moving passenger train in the West End yesterday afternoon is in serious condition at the Civic Hospital.

He is Dennis Ouellette, eight-year-old son of Mr. and Mrs. Emille Ouelette of 191 Forward Avenue.

He suffered a fractured skull and a fractured left arm.

The accident happened at the Hunchey Avenue CPR crossing parallel to Scott Street, about 5 p.m.

Mrs. Yvette Trottier of 208 Hinchey Avenue, a witness to the accident, told police the lad was walking with his head down and walked into the left side of the train.

The train crew corroborated Mrs. Trottier's story of the mishap. They told police they blew their whistle and rang their bell before they reached the Hinchey Avenue crossing.

The engineer was Fred Moffitt of 301 James Street. Other train crew members were Fireman George Frankland of 88 Rosemount Avenue and Conductor Edward Watson of 194 Breezehill Avenue.

A passerby, Bernard St. Laurent, 20, of 192 Hinchey Avenue, notified police.

The boy was rushed to the hospital in the Fire Department emergency car manned by Bert Standing and Leo Dallaire.

Constables Wilmott Glenn and William Saubders investigated.

28/04/1953 Ottawa Citizen

Ottawa Terminal

Article on removal of cross town tracks:

<http://news.google.ca/newspapers?id=aNowAAAIBAJ&sjid=Wd8FAAAAIBAJ&pg=3784,6161887&dq=railway+l+railroad+l+train+l+cnr+l+cpr+-bride&hl=en>

Singer-owned Railway Runs 50 Miles in Bush

This is the home of the famous Singer sewing machine, one of two big Singer plants in Canada. The other is at St. Johns, Que. Woodwork for the machines is made here from logs cut in the bush north of here and shipped to St. Johns where the machines are assembled and sent to distributing centers across Canada. Although Thurso is one of the best agricultural centers of the region, with about 200 prosperous farms on good clay land lumbering has been the town's mainstay for many years. First it was W.E. Edwards who had mills in Rockland, across the Ottawa river, then the Gatineau Company, a subsidiary of Riordan who took over the Edwards timber limit.

Sawmill Closed

By 1923, most of the large white pine had been removed and with nothing left but hardwood, the mills closed shortly after.

At one time Canadian hardwoods were not regarded very highly by the building and furniture trades until after the First World War. Singer imported walnut from the United States for cabinet work on its machines.

After many trials and much research, birch was accepted as a suitable substitute; uses for maple, beech and basswood were found and the Canadian hardwoods became firmly established.

It was in 1923 that the Singer firm purchased the former Edwards timber limits north of here and after timber cruises, railway location surveys and consideration of possible plant sites Thurso was chosen for its initial unit, consisting of a saw-mill, power house, dry kilns and other equipment. At that time Thurso's population was around 600; today it is more than treble that number.

50-mile railway

So Singer came to Thurso in 1924, a standard gauge railway was built over 50 miles into the bush, the plant was erected in 1925 and the first log was sawn on July 2, 1926.

Today the company operates lumber camps in an area of 647 square miles, north of Thurso, along the watersheds of the nation, Blanche and Lievre rivers.

Numerous lakes in the forest make this a veritable paradise of natural beauty. By a system of careful cutting and reforestation the firm plans to have a perpetual source of raw material.

In the fall and winter 300 men and 60 teams of horses are engaged in logging operations. The company-owned railroad, the Thurso and Nation Valley Railway, with three heavy diesel-electric locomotives and a lighter engine for yard switching, brings logs to the plant and supplies the various camps.

During the firm's first 20 years here lumber and logs were shipped to St. Johns for further processing. In 1946 additional machinery was installed here and now the logs are turned into plywood, dyed, glued, cut and shaped ready for shipment to the St. Johns assembly plant.

Aircraft Propellers

During the last war the plant produced veneers needed to make aircraft propellers for Canada and her allies. Genuine walnut and even mahogany are still used in making more expensive model machines.

The Singer Company carried out a rigid reforestation and fire protection program, with the fire protection towers, telephone lines and radio units to protect the woods from fire. The rangers also report insect infestations and the company co-operates with the federal and provincial entomological services for control purposes.

The Singer firm does everything possible to keep its employees healthy and happy. It operated the Singer Dairy which supplies the whole town and sells milk at reduced rates to Singer employees. About 80 purebred Ayrshire cows are kept on a large farm that included one of the more modern barns in the area.

Health Insurance

Employees and their families are covered by a sound group health insurance plan. Wages and working conditions are negotiated through a union. A registered nurse is in charge of the plant first aid and medical treatment room.

About 22 miles northwest of Thurso is the Beave Lake Fish and Game Club, a modern clubhouse and a group of five or six lakes stocked with a tasty trout for the exclusive use of Singer employees. There is excellent deer hunting in this area too.

Recreation for Singer employees and their kin is provided in the company-owned arena which was built in 1947. Artificial ice was installed about three years ago and Thurso has had a team in the Eastern Canada Hockey League for the last two years.

In the east end of Thurso is a new section of high quality houses recently built with company assistance for Singer employees. Nearby is the Catholic Brothers' school and the large new protestant school.

A subsidiary of the Singer firm is the Thurso Lumber and Planing Mills Company Ltd., which includes the mill formerly owned by Fabien Frappier and a hardware store in a former garage previously owned by Thomson's store.

Top men at the Singer plant in Thurso are Paul S. Bourget, general manager and his assistant Lawrence E. Hird.

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Caption to picture

For your sewing machine - in this corner of the big Singer Manufacturing Company plant at Thurso. QUE., men and women process plywood veneer made from hardwood logs taken from the firm's own timber limits north of Thurso. Here machines dye and glue plywood veneers that are shipped to their assembling plant at St. Johns, Que. The plant employs 300 people; more in woods operations.

02/06/1953 *Ottawa Citizen**Alexandria*

Description of a ride in the cab between Ottawa and Montreal on 6227.

<http://news.google.ca/newspapers?id=TwMxAAAIBAJ&sjid=q98FAAAAIBAJ&pg=5662,258751&dq=post+train+engine&hl=en>

24/06/1953 *Ottawa Journal**Alexandria**Limoges***Three Men Held Following Limoges Station Break-In**

Ontario Provincial Police apprehended three men yesterday in connection with an afternoon break-in of the CNR station at Limoges, Ont. Less than \$25 was reported stolen.

The men, held in jail at L'Orignal, Ont., will appear in court at Rockland on Friday. They are Jean Godin, 22 and Yvon Larose, 19 of no fixed address, and Robert Latour, 17, of Chicoutimi.

Albert Bessette, station agent, noticed the money was missing on his return from lunch and reported it to the police. Constables Bernard Poinicky, of the OPP and John Buchanan, Russell county constable, noticed three men running across a field and caught two of them. The third was arrested last evening by Constable Al Basker, OPP.

24/06/1953 *Ottawa Journal**Beachburg**Brent***Clear CNR Line After Derailment Near Brent**

PEMBROKE. June 24 (Staff) The main CNR Transcontinental line was cleared early this morning of a dozen overturned freight cars derailed near Brent yesterday noon. Brent is 70 miles west of here..

Cause of the derailment of the fast freight has not yet been determined.

None of the five-man crew was injured in the wreck. Four of them were Ottawa residents and one was from Pembroke. The Ottawa men were, Ronald J.

McDonell, 268 Main street engineer; Reg Worby, 536 Booth street, brakeman; Roy Brown, 77 Grove avenue, brakeman and Edgar Jowsey, 238 Russell. The conductor Jack McKenzie is from Pembroke.

Train schedules were not disrupted by the derailment.

Eleven of the 12 cars that went off the track were fully loaded. They were carrying grain, lumber and pitch. Most of the cargo was recovered intact.

Brockville beats Toronto in Having "Subway".

One of Brockville's most outstanding points of interest is a smoke-blackened tunnel that runs under the Town Hall. This unique tunnel, built almost a 100 years ago, was once part of the Brockville and Ottawa Railway, now CPR.

This remarkable tunnel runs directly under the center of the town, from the banks of the St. Lawrence River northward 1,740 feet - four blocks - to connect with the tracks leading to the union station.

It is said to be the first railway tunnel in Canada and the only one in the world with doors. During the winter its stout wooden doors were closed after the last train passed through each day - although no one can explain why.

8-Year Project

This tunnel with doors took nearly eight years to build. Financial trouble stalked the progress of this subterranean passage from the time it was started in 1853 until 1859 when the first train, two small wood-burning locomotives chugged out of the wharfside depot and headed for Perth.

As Brockville grew up, a massive stone Town Hall was built above the tunnel at its southern end. Here you can see a street or overpass that is probably Canada's first "grade separation" crossing over a railway track.

In later years the railways ran their tracks through the north end of town where the union station is today. The tunnel line is still in use as a yard engine hauls freight cars over this century-old track to the wharfside shed and siding. It is perhaps ten years since they ceased to close the gates at each end of this odd tunnel.

Nothing further on railways in Brockville

28/10/1953 *Ottawa Journal**Maniwaki**Gracefield*

A coroner's jury last night decided that engineer Richard McNally, fatally injured in a CPR train wreck near Gracefield October 11, "approached a down-grade sharp curve at an unsafe rate of speed" causing derailment of the train and death to himself and his fireman, C. Kenneth Learmonth.

McNally and Learmonth both died at General Hospital the day following the derailment.

Dr. Desmond Magner chief pathologist at General Hospital testified that the engineer died of extreme shock brought on by burns to one third of his body and by severe chest injuries.

He suffered six broken ribs and a fractured breast bone

Noticed Speed Swaying

Three passengers on the train, Norma McCaffrey, Benoit Joly and Douglas Blair all of Ottawa said they noticed the train was travelling very fast and swaying from side to side seconds before it leaped from the rails into the dense swamp and bush

"The speed was such that I knew something was going to happen", Blair said. "I first noticed the swaying about 20 second before the crash."

Blair said he had been travelling that stretch of the CPR line nearly every Sunday evening for two years.

"I dont think the train had ever gone at that speed in those two years", he testified. Misjudged Stops.

The three passengers also drew to the attention of the inquest that the train had gone slightly past the station platform when it arrived at both Messines and Blue Sea stations.

Miss McCaffrey said that at Messines the passengers had to leave the platform and walk across the grass to get to the coaches.

The train's conductor, D.H. McDiarmid, 117 O'Connor street, said the engineer had apparently misjudged the stop at Blue Sea and had to back up to the water tank.

He said he had been "on lots of trains which have misjudged the water tank".

Realised Somethng Wrong

Both conductor McDiarmid and baggageman G. Smallshaw said that a few seconds before the derailment they realized something was wrong amd had reached for the emergency cord to stop the train.

In both cases the crash came just as the trainmen grasped the cord.

Kirk Martineau, section foreman of the CPR line between Wakefield and Maniwaki, testified that he had checked the track the day before the fatality and had found it in "good condition".

He said he checked the line again shortly after the accident and found that the only section of track out of place was the piece under the over turned baggage car.

He said the break was caused by the derailment.

Should Be Warning.

In its verdict the coroner's jury said it hoped that "the publicity of this verdict will serve as a special warning to drivers of every form of transportation to operate their conveyances at. the. proper speed to avoid accidents and thereby reduce the unfortunate loss of humsn life"

29/12/1953 *Ottawa Citizen**Beachburg**Pembroke*

CN No. 1 catches fire at Pembroke.

<http://news.google.ca/newspapers?id=5jwvAAAIBAJ&sjid=Md4FAAAAIBAJ&pg=3002,5974929&dq=railway++railroad++train++cpr++bride&hl=en>