

Local Railway Items from Ottawa Papers - 1954

Thursday 15/04/1954 Ottawa Citizen Kingston (CN) Wales
Three people killed in a crossing accident.
<http://news.google.ca/newspapers?id=5jwvAAAAIBAJ&sjid=Md4FAAAAIBAJ&pg=3002,5974929&dq=railway+railroad+train+cpr+bride&hl=en>

Friday 09/07/1954 Ottawa Citizen Beachburg Bells Corners
Driver hurt as train hits truck
Gerald Cummings, 27, of Stittsville, Ont., suffered serious multiple fractures Thursday afternoon when his three-ton dump truck was struck by a CNR train at bells Corners.

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Police reported that the young man was travelling east on the Base Line Road when the back end of his truck was struck by a train at an intersection. The impact drove the truck into the ditch where it came to rest on its left side, a complete wreck. The engine, No. 3200, was pulling empty passenger coaches at the time of the accident. The crossing is marked with a white cross sign. James Murdock of 73 Delaware Avenue was the engineer and Samuel G. Anderson of 38 Merritt Avenue was the conductor. Constable Ken Latham of the Ottawa detachment of the Ontario Provincial Police investigated.

Saturday 21/08/1954 Ottawa Citizen Renfrew Ottawa, Bank Street
When the Canadian National Railway's museum train steams into Union Station Monday morning, Mayor Whitton, with other members of City Council will be aboard. Arrangements have been made that the Mayor and her party board the train at the Bank Street Station of the railway at 9.15 a.m. daylight time and make the short trip into Union Station where the travelling railroad museum will be turned over to Her Worship for its Ottawa stay by A.R. MacDougall, executive representative of the CNR. The train will then be on public display from 2.00 p.m. to 9.00 p.m. and will be open free to the public each following day from 10.00 a.m. to 9.00 p.m. up to and including Labor Day. On Sundays, however, it will open only at 1.00 p.m. Thousands of visitors have inspected the train this summer at Windsor, Stratford, Chatham and Galt and it is being operated to Ottawa as part of the centenary celebrations. From here it will return to Montreal, its permanent base.

Monday 23/08/1954 Ottawa Citizen Renfrew Ottawa
Old cabbage stacker pulls museum train to city for week's showing
By Austin F. Cross
"All aboard for yesterday" somebody might well have cried as a train right out of the 19th century rolled into the Union Station this morning. It was the Canadian National Railway's Museum Train, and at the throttle for a dry run was Mayor Charlotte Whitton. The whole train looks as if it were strictly from Walt Disney - in technicolor. A Citizen reporter had a private trip. He rode the plush from the depot to the Deep Cut, on to Ottawa East, out to Hurdman, then back to the station again. Rail Fan's Dream
This is the kind of train that makes a rail fan's mouth water. Here are engines you never believed you would see in this world or the next: here too are open vestibule coaches that went out with Queen Victoria and Sir John A. MacDonald. Actually the train was pulled by an old Grand Trunk mogul, now CNR's No. 674. Mayor Whitton made the simulated dry run at a dead throttle with the ancient cabbage stacker No. 40, the oldest engine the Canadian National has. Dr. Whitton sighed at the old equipment and said: "It reminds me of my girlhood."
Geranium box of coal
Mayor Whitton held the throttle of ancient No. 204, which was outshopped in Portland, Maine, back in 1872. This reconverted cabbage stacker has not got steam up. Nor has its fellow ancient old saddle tanker No. 247. The saddle tanker has no formal tender. Instead there is a diminutive coal container at the back of the engine little bigger than a geranium box. The locomotive itself seems to have mumps with its swollen cheeks which are in reality water tanks. Such an engine as No. 247 could have been seen around Ottawa as recently as 40 years ago. She is a little yard engine. It was in the old No. 40 that Mayor Whitton played make believe at the throttle while mogul 674 (formerly 914 at the Grand Trunk) ran the two "dead engines" and six tallow coached into the station. One could sentimentalize over the ancient sleeper. Once it ran in the maritimes. Was it not such a car - maybe that very one - the Fielding took from Halifax when he came up to join Laurier's cabinet of All Talents? In the next car, with its display of period silver one could imagine Prime Minister Sir Charles Tupper doing well by himself as he rode this period piece down to the Blue Nose Country.
Quaint Diner
In charge of this quaint diner was J.G. Hayes, Halifax, who first started riding the old I.C.R. (Intercolonial) back in '00 and who remembers such Nova Scotians as Colonel Ralston and Angus L. MacDonald as if it were yesterday. It was fun, too, to study the big generous egg cups of the old Canadian Northern, or the silver champagne buckets of the lordly Grand Trunk. How many though could remember when Reid ran the Newfoundland Railway with his little narrow gauge? Miraculously, a couple of settings have been preserved. Though the white dishes have turned the inevitable tattle tale grey, the Reid cutlery still gleams. Or you could turn to the almost forgotten Grand Trunk Pacific silver, a fine railway and a bold venture that ended in the red. Like an animated cartoon come to life, the Museum arrived at the Union Depot this morning. Instead of a Fairy Queen in charge there was Mayor Whitton. Replacing the bewhiskered and long tailed coats of yesteryear were, among others, Controllers Donaldson and McCann. Looking after the railroaders interests were Ray MacDougall and Superintendent C.T. Dunn. The six yellow cars, a living legend, not only have preserved the sleepers of yesteryear and the funny little day coaches with their diminutive windows, but the whole atmosphere is one of nostalgia. The Museum Train speaks of a day when steam ruled the world and nobody ever heard of a carburetor. The museum cars themselves breathe pictorially and press fashion of the world in which our grandfathers knew. This train is strictly out of the history books.

Monday 18/10/1954 Ottawa Citizen Renfrew
Tanker hit by train, driver safe.
Richard J. Dunlap, of 122 Binet Street, Hull, driver of a Shell Oil truck trailer missed death by inches on Saturday night shortly after eight o'clock when his oil tanker was hit by a CNR train at the Riverside Drive crossing. Dunlap told police that the train which struck him was backing up and that he saw no lights except in one coach of the train. Almost before he could react the train was upon him. He stepped on the gas and whipped his truck onto the crossing but the backing train struck the tanker a glancing blow on one side causing \$100 damage.

Two sharp blasts on the whistle of a shunting locomotive brought the Royal procession to a quick halt at an Ottawa railway crossing last night as Queen Mother Elizabeth was en route to a reception.

The slowly-moving locomotive blasted out just as the limousine bearing the Queen's standard approached the crossing in East Ottawa beside the Rideau River. The Royal limousine eased to a halt along with other cars in the police-escorted procession. A uniformed officer jumped from a car and motioned to a brakeman with a lantern in front of the locomotive.

The brakeman waved his lantern. The locomotive stopped and the Royal procession proceeded to a reception at the New Zealand high commissioner's residence a few blocks away.

A police officer admitted later that it was unusual that anything should be allowed to halt a Royal procession.

"But we wanted to be sure that the engineer was just saluting and not proceeding over that crossing."

Christmas Day, 1854 First Railway Train Puffed into Ottawa.

One hundred years ago Christmas Day, Ottawa received a substantial present - the arrival of its first railway train.

At 5.00 p.m. Christmas Day, 1854, the locomotive "Oxford" puffed to a halt on the east bank of the Rideau river, completing the new Bytown and Prescott Railway Company's first passenger run from Prescott to Bytown.

Forerunner.

The railway was the forerunner of the Canadian Pacific Railway's present Ottawa-Frescott branch line. According to Dr. L. Brault's "Ottawa Old and New", the passengers on the first train alighted at the east end of the still incompleted Rideau river bridge, and were ferried across the river to Cumberland street. They then proceeded on foot to the Sussex Street Station, where they indulged in what was called in those days, a "cold collation".

The Bytown and Prescott Railway was incorporated to build a railway from Prescott to Bytown, now Ottawa.

Construction started in 1851 on the grading and structures, and by May of 1853, the company was able to execute a contract with the Ebbw Vale Iron Company, in Wales, to provide some 54,000 tons of iron rail at a cost of £10/10 sterling per ton. Payment was made in the bonds of the company, at par, and as a result, in the financial vicissitudes which later beset the company, the Ebbw Vale Iron Company, being the principal bondholder, found itself with a railway on its hands.

On January 1, 1855, the village of Bytown became the town of Ottawa and, as a result, the railway applied to Parliament to change its name to the Ottawa and Prescott Railway Company, and the Legislature of the Province of Canada passed the implementing legislation, which was given the assent May 30, 1855.

The first cost of the railway was some \$250,000, it was 54 miles long and was laid to the standard or 4'8½" gauge.

Depression Helped

A number of contributory causes, along with the depression of 1857 led the railway into difficulties, and long litigation by the first mortgage holders, headed by the Ebbw Vale Iron Company, resulted in the sale by auction of the railway and its equipment to the creditors, wiping out at one stroke all of the share capital, the amount paid in by the second mortgage holders, and a large amount of floating indebtedness. The railway emerged from the legal mill Dec. 21, 1867 as the Saint Lawrence and Ottawa Railway Company, 51 percent of its stock being vested in the Ebbw Vale Iron Company.

In the early seventies the railway completed a needed extension from what is now Ellwood, near Ottawa, to what is now Ottawa West, thus remedying the original error in locating the original railway's Ottawa terminal below, rather than above the Chaudiere Falls.

On September 26, 1885, the railway was leased to the Canadian Pacific Railway Company for 999 years as from December 15, 1881.

There are two pictures:

PIONEER LOCOMOTIVE IN OTTAWA CENTURY AGO .—A hundred years ago on Christmas Day, the first train arrived in By-town. It was pulled by the engine "Oxford", similar in type to the "Ottawa", pictured above, which was No. 2 on the Bytown and Prescott Railway. This year marks the centenary of the St. Lawrence and Ottawa Railway Company, now under lease to the Canadian Pacific as its Ottawa-Prescott branch line. This photo was made in 1861, although the locomotive was acquired when the line was completed in 1854.

THE 'LUCY DALTON' AT KEMPTVILLE

Back in the 70's the "Lucy Dalton", engine No. 9 on the St. Lawrence and Ottawa Railway, 100 years old on this Christmas Day and now the CPR's Ottawa-Prescott branch line.—was a familiar sight. Just behind her wood-filled tender is one of the unusual side-platform baggage cars of the time.