

Local Railway Items from Area Papers - 1955

04/02/1955 *Ottawa Journal*

Alexandria

Ottawa Union

Station Master O.P. George retiring after long service

One of Ottawa's best known residents is stepping out of service with the Canadian National Railways this evening after an all-around railway career. He is Oswald Patrick George, station master at the Union Station.

Literally millions of people have arrived at and left Union Station in the 21 years that Mr. George has been station master. He has greeted all the Very Important People who have travelled to Ottawa including Sir Winston Churchill, Sir Anthony Eden, President Truman and President Roosevelt.

Born in Eganville 65 years ago, Oswald George has been head brakeman, passenger trainman, fireman and roadmaster. He has put in nearly 50 years with the CNR and its predecessor, the old Grand Trunk Railway.

As a brakeman with the old GTR he went as far east as St. Albans, Vermont, as far south as Rouses Point and as far north and west as Depot Harbor. He worked his way up the ladder to become yardmaster at Coteau when the depression came along in the thirties. He worked as conductor on a freight and at times as a trainman. When the depression ended he was named station master at Ottawa.

Married to the former Miss Pearl Stewart, a member of a well known North Bay family, Mr. George is proud of his eight children, Lois, who is Mrs. Grimes Raby of Ottawa; Stewart, working in Toronto; Jack, employed in Hamilton; Shirley (Mrs. Bud Kane), Temiskaming; Dr. Alexander George, a McGill Graduate practising in Toronto; Arthur, in Ottawa with the express company; Muriel (Mrs. Gerald Rooney) of Renfrew, and James as an accountant in Kingston.

05/02/1955 *Ottawa Journal*

Renfrew

Isabella Coal Sheds

Ottawa Man Wrecking Isabella Coal Sheds He Helped to Build in 1917

"They're not finding it easy to tear this one apart", Arthur E. Alexander, FDC supervisor in charge of dismantling the coal sheds on Isabella street, stated as he watched a crew of men hard at work removing soot-blackened planks from the framework of the lengthy structure presently being razed to make way for the new "Queensway" crosstown traffic artery.

"When they built this," he, added, indicating the long row of half demolished sheds extending almost a quarter of a mile along Isabella street, they really made it strong."

Mr. Alexander, if anyone, should know what he is talking about. Back in 1917, when he was construction foreman with the now defunct Grand trunk Railway, he supervised the construction of the self same building.

Five-Month Job.

At that time, he recalls, it took approximately 35 men working for over five months to build the sheds.

It won't take quite that long to tear them down

Eighteen men began demolishing the structure at the beginning of January, and are expected to have the job completed by the end of this month.

Of the 35 men who worked on the construction of the sheds some 37 years ago, Mr. Alexander said that today he knows the whereabouts of only one of them. Ex-alderman George Sloan, he said, worked as a carpenter on the building of the sheds.

It is just a coincidence that he is taking part in the tearing down of the building that he once helped put up, he explained.

Now nearing his 70th birthday. Mr. Alexander retired from the railway four years ago. and shortly after began working for the Federal District Commission which took over the coal sheds a couple of years ago.

"I just happened to be around when the job came up", he stated, adding that he feels no particular regret at seeing the building go.

"It's just another job", he remarked philosophically, "and anyway, the sheds have served their purpose."

26/03/1955 *Ottawa Citizen*

Montreal and Ottawa

Hull Beemer

Train Derailed At Hull (with picture). No one was injured when a CPR Toronto-bound passenger train jumped the tracks at the Hull station at the height of the snowstorm Saturday afternoon. The engine, coal car and a number of baggage cars left the tracks when a faulty switch shoved the slow-moving train onto the Maniwaki line. Train crews working with cranes righted the derailed cars about six hours after the mishap. Meanwhile, passengers were taken back to Ottawa where they boarded another train bound for the Queen City. The derailed cars blocked Hull's St. Redemp-teur and St. Hyacinthe Streets until close to 9 o'clock in the evening. Hull police rerouted traffic and stayed on the job until engine and cars were placed back on the rails and taken to Ottawa.

28/03/1955 *Ottawa Journal*

Montreal and Ottawa

Hull West

Passenger Train Derailed in Hull

No One Injured

All passengers and crewmen on a crowded CPR passenger train to Toronto Saturday afternoon escaped injury when the two leading cars of the locomotive jumped the track just outside Hull West station at 3.38 o'clock.

Neither the baggage car nor the parlor car, the only two affected in the accident, were overturned. Four other passenger cars in the train remained on the rails.

The accident stopped all traffic on the line for four-and-a-half hours. Passengers on the train were able to proceed to Toronto with only an 1 hour's delay after their cars were detached, returned to Union Station in Ottawa and re-routed through Ottawa West.

CPR officials told The Journal today that the cause of the derailment is not yet known. They are continuing their investigation.

The accident, occurred after the leading wheels of the locomotive jumped the track at the Montcalm crossing, about 100 yards west of Hull station, and the train continued down the track with the front wheels off the rails.

Outside the station where the Maniwaki break turns off the main line, the free front wheels picked it up and the locomotive followed them on to the branch line.

Although the front wheels of the baggage and parlor cars. went off the track, the rear wheels of both cars remained on the main line. No cars were overturned, although some passengers received a jolting in the freak derailment.

The track was spread and bent about 30 feet at the scene of the accident.

21/04/1955 *Ottawa Journal*

Prescott

Osgoode

Derailed Delays Toronto Pool Train

A derailed freight car just south of Osgoode caused a delay of more than three hours in the arrival of the CNR-CPR passenger pool train from Toronto, due in at Ottawa's Union Station at 7.50 this morning.

The derailment affected only one car of the CPR early morning freight from Detroit to Ottawa. The car went off the track, causing some damage to the rails, but did not overturn. No one was hurt in the accident.

The 7.50 Toronto-Ottawa pool train was held up for some time behind the trouble spot, before being rerouted into Ottawa through Smiths Falls. The earlier 7.20 pool train from Toronto had got through before the derailment.

Cause of the derailment is not yet known. Canadian Pacific officials are investigating the accident.

2 Dead, 9 Hurt At Shawville
Motor Scooter Jumped Tracks

Pulling a Lorry Carrying Many Gang Laborers at Time of Crash

Two men were killed and nine were injured today when a motor scooter jumped the tracks about one mile east of Shawville, Que.

The accident occurred while the scooter was pulling a lorry carrying 15 gang laborers, according to Canadian Pacific Railway officials.

Killed were .Dervis Borris 53, of Vankleek Hill. Ont., and John Armstrong, 55, of Venosta, Que.

All of the injured were brought to the Pontiac Community Hospital at Shawville.

Shawville is on the Ottawa river about 45 miles northwest of the Capital.

Injured In the accident were Henry Spencer, 49, of Venosta. Que.; F. Baron. 19, of Vankleek Hill. Ont.; Albert O'Connor, 23. Venosta; Thomas Williams, 60, Aylmer, Que.; Clarence Messiac, 44, Vankleek Hill; Aurele Gauthier, 19. Blue Sea, Que.; Denis Ladouceur, 17, Vankleek Hill; Alfred Baron, 16,. Vankleek Hill, and Maurice Sauve, 23, Vankleek Hill.

The accident occurred on a slight curve and downgrade at 8.15 a.m. daylight saving time

It was noticed by the crew of the Pontiac-Ottawa CPR local when the train reached the scene about 20 minutes after the accident occurred.

The derailment occurred when the scooter and lorry became detached. One of the men. seated on the lorry but with his feet resting on the rear scooter tumbled on to the track.

The lorry struck him and was derailed, spilling the men in all directions, their equipment landing on top of them.

The Pontiac train picked them up, backed into the station and sent word to the hospital to ready itself for the emergency.

Miss Melva Moore, the superintendent, called in all off-duty and special nurses in the town and the town's doctors.

The dead and injured were removed in ambulances and in some cases, it was reported, in private cars.

It was the worst accident to strike the district in some years and townspeople in Shawville were high in their praise for the manner in which the hospital staff answered to the emergency.

All the men - there were reports as many as 30 were aboard the scooter and lorry - were staying in Shawville while working on repairs to tracks in the Pontiac district.

10/06/1955

Ottawa Citizen

Ottawa Terminal

With picture.

The slick streamliner Super Continental of the Canadian National Railway was brought into Ottawa by push button yesterday. A joint project by the Federal District Commission and the Canadian National Railways has resulted in a million dollar installation down at the Union Station. Here some 28 miles of railway track in the Ottawa terminals are now all controlled from this panel. here's No. 2 coming in from Bells Corners while everybody tries to help. Standing: left, Austin Cross, Citizen, G.T. Dunn, CNR superintendent, Alan K. Hay, general manager, FDC; and silas Wass, railway consulting engineer for the FDC. Seated is operator J.R. Sine.

16/06/1955

Ottawa Citizen

Waltham

Locomotive D4g #419 at Ottawa that was a 'photo by Newton'. Picture of 419 on track 2

backing into old Ottawa Union Station, and it was entitled: "DAYS OF

FAITHFUL OLD IRON HORSE ARE NUMBERED".

The headling went: Taking Old 419 Off Ottawa-Waltham Run

By Austin F. Cross, Citizen Staff Writer

'Eyes take your last look at old No. 419 on the Pontiac run. Because when the Canadian Pacific takes this old-time ten-wheeler off the Ottawa-Waltham run, we shall not see her like again.

'Smallest of all engines "running passenger" around Ottawa, No. 419, outshopped more than 40 years ago, is just about panting her last. Once away from Ottawa, she'll be boiled down like an old horse.

'No. 419 came out in the halcyon days of 1913, when steam was monarch everywhere and they wanted a fast light passenger engine. In the classic mode of Casey Jones' own locomotive, the 419 is a ten-wheel type with wheels thus: oo-000.

'No. 419 has seen a lot of living in her time, but now she has by the gentle but relentless dictates of time, gravitated to the Pontiac. This is the absolute zero of passenger service out of Ottawa. No engine can hold up her headlight and run on the Pontiac.

Much Worse

'Worse, much worse, the Pontiac run has now been demoted to a mixed train. Up ahead one may well see one or more freight cars as the afternoon train clears from Ottawa yards.

'The Pontiac has degenerated to M543. "M" is for mixed. She also has been running on a five-day-a-week schedule lately. M543 according leaves the Union Station at 2.55 p.m. standard, and arrives at Waltham, 79.8 miles away, at 6.20 p.m. Returning, she starts from Waltham at 6.30 a.m. E.S.T. and reaches Ottawa Union at 9.45.

'On Saturdays, she's out at 1.30 p.m. to give the folks up the valley a chance to shop and still get home for supper.

'Not only is this magnificent old ten-wheeler the same type as Casey Jones wheeled into eternity, it is the classic North American engine. It is the prototype which made North America what it is. Engines like it opened up the Canadian Pacific to Vancouver. Others of the same ilk ran 120 miles an hour on the Plant Line, Florida-bound, back in 1902. Death Valley Scotty roared across the continent behind a ten-wheeler.

'So, next time you view old 419, say with Othello: "Eyes, take your last look."

'And if you really lover her, add, also with Othello: "Arms, take your last embrace..."

18/07/1955

Ottawa Citizen

Alexandria

Maxville

A big derailment at Maxville July 18th, 1955, a couple of pictures of that from the Citizen including 4-8-4 6304 passing the derailment.

19/07/1955

Ottawa Citizen

Alexandria

Maxville

Engine and boxcars tossed like toys. (with aerial photo)

This was the scene from above near Maxville after a CNR freight train smashed through an open switch. Twenty-nine of the 32 cars wpre derailed and tossed like toys atop each other in a scene of awesome damage. Miraculously, no members of the crew were injured in the spectacular wreck. The 250-ton locomotive rammed through 125 feet of earth smashing through a coal shed before it came to a shuddering stop at a grotesque angle, half-buried, as shown here. Adding to the damage were casualties among livestock in cars on a nearby spur line. The hurtling freight smashed them to bits.