

Local Railway Items from Ottawa 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 Trueman 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.

Saturday

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.

Friday

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.

Thursday

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.

Tuesday

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 wre 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.