

Local Railway Items from Ottawa Papers 1956

Thursday 23/02/1956 Ottawa Citizen Montreal and Ottawa

Hammond - Their car ripped apart by a CPR train travelling at about 80 miles per hour, a father, mother and their youngest child were killed here shortly after midnight. Hammond is located about 25 miles southeast of Ottawa.

The level crossing crash that took their lives brought the toll to 10 persons killed in automobile-train collisions in the Ottawa area during the past four days. Mr. and Mrs. Emile Legault, of Hammond, and their 13-year-old son Henri, died instantly when the Ottawa-bound flyer, No. 17, plowed into the side of their auto at 12.28 o'clock this morning.

It was on the same CPR tracks, only 10 miles eastward that three young persons were killed in a level-crossing crash just 26 hours earlier at Navan.

On Sunday evening a collision between an auto and a CNR freight train resulted in the death of four youths at Portage du Fort, Que., about 45 miles north-west of Ottawa.

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Wednesday 28/03/1956 Ottawa Citizen Kingston (CN) Moulinette

Cornwall - Three Cornwall district farmers were killed instantly late last night when a CNR flyer plowed into their car at a level crossing eight miles west of here.

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The triple-fatality happened in the St. Lawrence Seaway village of Moulinette on a county road about a quarter mile south of Highway No. 2.

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Wednesday 04/04/1956 Ottawa Citizen Prescott

A CPR train last night struck a Smith Transport Limited tractor-trailer at the Experimental Farm crossing near Dows Lake and wrecked the trailer but the driver escaped with only a painful head laceration.

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The train, two engines linked together, was travelling south and the transport vehicle was going east when the trains truck the loaded tractor-trailer about 9.55 p.m.

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The train in charge of Engineer William Shorthouse of 137 Daly Avenue and Fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

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From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

Thursday 10/05/1956 Ottawa Citizen Kingston (CN) Brockville

Brockville - Two inquiries were underway here today into the cause of the switching error that led to a fatal train collision here Wednesday afternoon.

Mrs. Robert Crummy, of 588 Chapel Street, Ottawa suffered fatal head injuries when she was thrown to the floor of a coach. Thirty other passengers were shaken up but suffered only minor hurts.

The Board of Transport Commissioners sent an official here from Montreal to make an inquiry while CNR officials on whose line the wreck occurred were also questioning all employees seemingly involved.

Coach on siding

Mrs. Crummy, 56, whose body was taken to Ottawa for funeral services there, was in the coach from the Ottawa-Brockville train which was to be attached here to the Toronto train.

The coach was on a siding waiting for the Montreal-Toronto train. Apparently through error, the westbound mainline train was sent on to the siding on which the coach, hauled by a diesel switcher, was waiting while the mainliner drew into Brockville station.

The mainline train was travelling about 10 miles an hour when it hit the diesel head-on. Mrs. Crummy had just risen from her seat and the impact threw her to the floor.

The engineer and fireman on the locomotive, Martin Sheridan and A. Gifford, respectively both of Brockville, jumped clear when they saw the Montreal-Toronto pool train bearing down on them.

Damage to the two trains was slight.

Switching Error

Railway men attributed the accident to a switching error. The Montreal-Toronto train due in Brockville at 1.15 p.m. daily, evidently was directed into a wrong siding in which the Ottawa transfer coach was standing.

An Ottawa man who was a passenger on the coach said only the slow speed of the pool train resulted in less serious injuries being caused.

H. Gibson Caldwell, 442 McLeod Street, said that he had stepped out of the coach - it had been parked for about 20 minutes - when he saw the Toronto-bound train heading up the side track.

"It was only the slow speed of the train that saved the day for a number of the passengers," he stated.

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Tuesday 26/06/1956 Ottawa Citizen New York Central

NY Central studies line to Ottawa.

The New York Central Railroad said today it is engaged in a "complete study of its operations in the Massena (N.Y.) area" because of problems brought on by the St. Lawrence Seaway development.

"Proposals for both relocation and abandonment of the bridges and tracks over the St. Lawrence River are being considered," a statement by the Central said.

"The Central is discussing the future of the railroad's trackage and bridges involved in the development with officials of the St. Lawrence Seaway Authority in Canada and the St. Lawrence Seaway Development Corporation in the United States.

"The Central is not now negotiating with the Canadian Pacific Railway for sale of any of the Central's lines in this area."

The study centers around operations of the line's Ontario division between Massena and Ottawa. It includes what the road's plans will be when a section of the St. Lawrence River is widened and an old bridge across the channel is destroyed.

Wednesday 27/06/1956 Ottawa Citizen Chaudiere

More than 1,000 tons of coal and coke were turned into a mountain of flaming fuel late last night when a two-alarm fire destroyed the Hall Fuel Ltd. warehouse at 333 Preston Street and spread to towering stockpiles in the yard.

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Eighteen of 22 coal hoppers on the property were destroyed in the \$50,000 blaze.

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Five carloads of coal, each of 50 tons, were delivered to the yard a few hours before the blaze broke out at 11 o'clock last night

In addition to the loss of the building and contents, four empty coal freight cars that had been unloaded were damaged beyond repair. They had been left standing on the upper loading trestle on the roof of the structure.

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A CNR freight train was held up for 10 minutes while firemen poured water from hoses on the railway embankment.

<http://news.google.ca/newspapers?id=EdQxAAAAIBAJ&sjid=JeMFAAAAIBAJ&pg=5868,2772753&dq=railway+railroad+train+cpr+bride&hl=en>

Saturday 28/06/1956 Ottawa Citizen Kingston (CN) Iroquois

Three cows were killed and a young herder knocked unconscious by one of the panicking animals as a freight train rammed a herd of cattle near here Wednesday.

Knocked out was Hughie McQuaig, who was driving the hers with John Provost. The pair were unable to get the cows off the track when they heard the train whistle.

Two other animals in the herd owned by George Brousse were injured by the fast moving freight.

10/07/1956 Ottawa Citizen Maniwaki Hull

Hull, Que., July 10 CPR Locomotive 2514 tonight puffed its way along the winding, 90-mile Ottawa-Maniwaki, Que., run free of its first brush with the law in 49 years.

Up until a few hours before departure. 2514, was under seizure and in danger of being sold at public auction because the multi-million dollar railway had not paid \$218.75 debt. It was able to operate only because it had been placed in custody of its crew.

But CPR Lawyer Joseph St. Marie of Hull straightened matters out at 3 p.m. by paying court costs of \$202.50 and a bailiff's fee of \$14.25. The ancient locomotive, built in 1907, was free of legal entanglement.

The locomotive, tender, one baggage and two passenger cars were seized yesterday at 5:35 p.m. by Maurice Chevalier, Quebec Superior Court bailiff on the application of Lawyer Harold Maloney.

Mr. Maloney obtained writ of execution on behalf of Raymond Foucault, awarded \$202.50 court costs against the CPR earlier this year. The costs were awarded Mr. Foucault when the Quebec Superior Court dismissed a damage action launched against him by the railway.

The train was seized as it stood in Hull station yesterday loaded with commuters who spend the summer in cottages in the Gatineau hills. For good measure Mr. Chevalier also seized six benches, four chairs, one table and a typewriter in the station.

"I thought I had seized pretty nearly everything in my time as a bailiff," Mr. Chevalier said. "But this is the first time I ever seized a railroad train!"

Mr. Chevalier served his papers on J. R. Thibaudeau, CPR telegraph operator at Hull station. But Thibaudeau was unable to make payment.

Mr. Chevalier then said the train, and other property would be sold at public auction July 23 at 5.35 p.m. unless the CPR paid up. The auction would have taken place at the station after arrival of the train from Ottawa, on its run to Maniwaki.

26/09/1956 Eganville Leader Locksley

September 26 May Discontinue C.N.R. Line To Pembroke

The C.N.R. has made application to the Board of Transportation Commissioners at Ottawa for permission to discontinue passenger and mixed train service between Golden Lake and Pembroke. Freight service would be continued as usual.

Coming of the motor car and passenger buses has accounted for the loss of much passenger trade between Golden Lake and Pembroke, but there is still sufficient freight and express to warrant the operation of trains daily.

Saturday 29/09/1956 Ottawa Citizen New York Central

New York - Application to abandon NYC lines

The New York Central Railroad yesterday filed an application with the Interstate Commerce Commission for permission to abandon the half-mile segment of its railroad line from Rooseveltown, N.Y., to the International boundary between Canada and the United States.

File Application Here

Simultaneously the Ottawa and New York Railway Company, a wholly owned subsidiary of the New York Central filed an application with the Board of Transport Commissioners in Ottawa for permission to abandon its railroad from the International boundary to Ottawa, a distance of 57.9 miles. The New York Central Railroad, which operates the Canadian line as lessee, also joined in the Canadian application.

Abandonment of the freight line is necessitated by the proposed removal of the railroad bridge over the south channel of the St. Lawrence River at Cornwall which connects the branch line with the NYC's main facilities to the south.

The bridge is to be demolished by the seaway development authorities to make headroom for ships using the seaway.

Friday 26/10/1956 Ottawa Citizen Locksley

Last run after 57 years.

Scheduled trains between Pembroke and Golden Lake, which have been operating for the past 57 years, will become a thing of the past tomorrow.

No longer will the four-train-a-day - two express-passengers and two freights, move along the 20-mile route, crossing the seven bridges and stopping at Locksley, Wotto and Dore Bay stations.

Lack of business caused the Canadian National Railways' decision to suspend service on this branch of their operations. Known as the Locksley subdivision of the CNR, the line connects the main transcontinental line and the Barry's Bay line of the railway.

It has a long history. The line was constructed by the Pembroke Southern Railway, but never operated by this company.

A month after its completion, in 1899, it was sold to the Canada Atlantic Railway. In 1905, the Canadian (sic) Atlantic was taken over in turn by the Grand Trunk, and this line was part of the deal. The route came into the CNR when the Canadian National consolidated Canadian railways in 1922 and 1923.

There will be no employe layoffs involved, though transfers will be made. There are no agents at the three stations, all of which will remain on the line.

The train crews will be moved to other areas. One switching crew will be retained at Pembroke. for the CNR will continue to use the line to pick up freight shipments, mainly pulp and timber, as required, operating with the switcher out of Pembroke.

By Truck

Express shipments for the district will be trucked between Pembroke and Eganville, where they will be placed on other trains on the CNR, on regular lines, to continue to their destinations.

Changes in modes of travel has forces the suspension of the service. In the past three years only about three passengers a trip have occupied the expres train on the short haul. Over the same period, express business on the line has declined to practically nothing.

The whistles of the regular trains when they sound Saturday will be a requiem. After the Saturday run is over the Locksley sub-division as a regular run will be no more.

Last Passenger Train Rumbles from Pembroke to Golden Lake. Includes pictures, one of C.N.R 5112 with passenger car at Pembroke. Used to be that the boys on the "Golden Lake Line", known officially in Canadian National Railways circles as Locksley Subdivision, would sing "Working in the Railroad" as they trundled along their 20 miles of track.

Starting today, however, there is a sadder note in their voices. They're singing "Don't Get Around Much Any More".

The "Golden Lake Line", once a major northern Ottawa Valley artery of trade and industry, has ceased to exist. The crew of her one-engine-one-combination-express-and-passenger car (and a box car once in a while), will carry on as a yard crew in Pembroke.

Death of a passenger line, even a little, backwoods one, is a melancholy thing. When the Journal went along in the "Green Hornet". As the Locksley Subdivision men affectionately term their line, there were several C.N.R old-timers taking their last ride over the line. Like pall bearers at a funeral, they stood on Pembroke station platform chatting quietly with station officials who had come out from behind their desks as some sort of "guard of honor", for the departing train.

Once in a while someone began laughing as a "good old days" incident was recalled, but there was little real joy in reality. The coming and going of this old train has been the pivot on which much of their life's work had turned and watching the end was like viewing the last moments of an old friend.

It didn't pay.

Why does a rail service die?

A look at the hard facts of C.N.R statistics told the story quickly.

Passenger service from stations along the line, excluding Pembroke and Golden Lake amounted to only \$575 in 1952. Last year for which complete figures are available. There were three or less passengers per trip. These figures, it is believed, hold good for the first six months of this year.

Revenue from express shipments from stations along the line amounted to only \$4 in 1954.

When the Journal reporter made a "farewell" trip over the line the figures showed little change.

Apart from railwaymen travelling on their employee passes, there was only one old gentleman aboard, who got on along the line and paid 25 cents to get to Pembroke. There was also a woman who wasn't quite sure what she was doing there. Mrs. Earl Boswell, of Hudson's Bay, Sask., bound home from Boston, had somehow got her schedules mixed up and was getting to Pembroke from Ottawa by way of Golden lake, rather than by the usual transcontinental train.

"Now, I've seen everything," she said.

There were a couple of other persons on board, railway folks, who were travelling the round about way from Ottawa to Pembroke because they didn't want to wait all day in Ottawa in order to get the late night train west.

Not Much to See.

What's along the "Golden Lake Line?"

Not very much. W.L. Higginson of Pembroke, retired conductor who ran over the old line for years, recalled that in the early days, long before his time, there had been as many as four first class trains and one second class, loaded with passengers and running every day from Pembroke to Golden Lake and return.

In addition, the freight haulage of timber and pulpwood was heavy. That was before the era of 10-ton truck and the "highway freight" tractor-trailer. The pulp came from Barrys Bay and Whitney and was brought east to various mills. Today, he said it is mainly taken out by truck toward Huntsville and thence to consumers in central-western Ontario.

Exciting history? Nope. No Royal trains. A couple of derailments he could recall. And they once killed three cows near Woito. Used to be some fair trout fishing, if you had time to stop the train at one of the creeks.

With Mr. Higginson was C.N.R Agent Hugh Thurston of Pembroke ??the five-trains-a-day schedule.

Recently the "Green Hornet" has been running a twice a day schedule to Golden Lake going out from Pembroke in the morning as a "mixed", taking freight if any; returning to Pembroke as a "passenger" train; back to Golden Lake as a "passenger" and then home again as a "mixed".

Line Won't Disappear.

Generally there has been no freight to be taken. If in future any shipments turn up to warrant it, the old engine will be taken out and a special run will be made from Pembroke to pick it up. All express will be run from Eganville to Pembroke by highway truck.

The "Golden Lake Line" will not be missed as a scenic treat. It boasts seven bridges and three stations, Dore Bay, Woito and Locksley. There are 17 grade crossings, where the train runs over a highway or two and numerous farm trails. The crossings lend some flavor to the trip, since the engineer has to blow his whistle 17 times and thus liven up what might otherwise be a completely uneventful run.

A Pioneer Run

The line was begun back in the days when J.R. Booth was building rail links to provide an outlet to the U.S. via the Great Lakes, for his Ottawa Valley lumber output. It was incorporated in 1893 as the Pembroke Southern Railway to run from Pembroke to Douglas. In September 1899 it was actually in service as far as Golden Lake. In 1907 it was amalgamated with the old Canada Atlantic and subsequently the Grand Trunk Railway. In 1920 it became C.N.R property.

Closing of the passenger line, the railway figures, will mean an annual saving of \$32,500 per year. Sentiment or no, that's a figure no railway can ignore.

So, at 3.50 p.m. today the old train will run into Pembroke station for the last time. Aboard will be Engineer Bill Hammell, Fireman Steve Hook, conductor Tom Drummey, and brakeman Kenneth Grolway, all of Ottawa and baggageman Ray Brown of Pembroke. Regular conductor Victor Sullivan of Chapeau has been off duty several months through illness.

They'll empty their train of passengers (if any) and express (also if any) and shove her on the siding.

And along the "Golden Lake Line" rust will start to din eon the rails and weeds will grow tall between the ties.

13/11/1956 Ottawa Citizen Ottawa Electric

1 Killed, 11 Hurt in Rush Hour

Pupils Among Injured

[photo - caption: The scene after the Churchill-Byron crash]

A fully loaded gravel truck rammed a 20-ton OTC tram sending 10 to hospital and a train killed a Gatineau man in Hull and injured his companion during the rush hour this morning.

Emile Lachaine, 55-year-old Gatineau building contractor died at the CPR's St. Henri Street level crossing when his small panel truck was demolished by a Montreal-bound passenger train at 9 a.m. His nephew, Robert Demors, 16, also of Gatineau was severely hurt.

Ten Go To Hospital

Half-an-hour earlier a heavy gravel truck had smashed into the rear section of an OTC tram at Churchill and Byron Avenues in Ottawa's West End.

[The article continues, but I stopped transcribing it.]

On page 7 of that same paper, there were two photos: CPR 1261 with wreckage of panel van on its pilot and a picture with the caption "inside the wrecked tram" from the OTC accident.

17/11/1956 *Ottawa Citizen*

Alexandria

With a picture showing children in front of a passenger car.

Caption. He's in Town. More than 1,000 children poured off a special CNR train at a "mystery rendezvous" this morning to greet Santa Claus. Old St. Nick stepped out of his "North Pole" helicopter to be surrounded by the crowd of side-eyed youngsters. After a big hello to everyone, Santa rode back to Ottawa with the children.

An 18-coach CNR special train pulled out of Union Station at 8.30 this morning with over 1,000 children and adults on their way to a secret rendezvous with Santa Claus who arrived from the "North Pole" by helicopter.

The train was the "Freiman Special," sponsored by A. J. Freiman Ltd., to signal the official opening of Toyland in their Downtown and Westgate stores.

It represents the first time in Ottawa's history that special train has been chartered to transport children to a "mystery station" to meet Santa Claus and usher him back to Ottawa and represents weeks of intensive planning by Freiman's store and CNR officials.

Each coach was supervised by a railway employe to avoid possibility of injury to the passengers.

When the train arrived back at Union Station at 10.40 this morning one of the first to greet Santa was Mayor Charlotte Whitton who had prepared a special welcoming address for the guest of honor. Children not among the 1,000 or so fortunate enough to obtain tickets for the "Santa Special" trip were not denied a chance to see the bearded gentleman. Once he arrived at the station he was paraded up Little Sussex Street to Rideau then east on Rideau to the Rideau-Mosgrove entrance to the Freiman store

Also participating in the parade was the Governor-General's Foot Guards band, majorettes and comic book personalities.

Aboard the train the children were treated to cookies and other toothsome goodies ?? "Santa's Helpers" from Morrison-Lamothe bakery.

Saturday 24/11/1956 *Ottawa Citizen*

Waltham

Bristol Mines

Revived Mines at Bristol bring new trade to the area.

<http://news.google.ca/newspapers?id=mEolAAAAIBAJ&sjid=uuMFAAAAIBAJ&pg=5416,5970748&dq=railway+railroad+train+cpr+bride&hl=en>