

# Local Railway Items from Area Papers - 1939

*06/01/1939 Ottawa Citizen Alexandria*

Hoist three slabs into position over Nicholas subway.

Largest lifting job ever recorded here requires use of two wrecking trains.

When concrete slabs were hoisted into place over the Nicholas street subway early this afternoon, it was the largest single lifting job ever recorded.

Eight reinforced concrete slabs are to be set in place. Three were placed this afternoon, three more will be placed tomorrow and the remaining two probably on Monday. Each slab weighs 127 tons, is 79 feet long and five feet wide.

The hoisting job is being done by two wrecking trains of the Canadian National Railways brought to Ottawa especially for this purpose. One train can lift 200 tons and the other 160 tons. When it is realized that the heaviest railway cars are about 50 or 60 tons, some idea of the magnitude of lifting the slabs can be obtained.

Of all Canadian material, the slabs were made at the C.N.R. roundhouse in Ottawa. Ross-Meagher Limited, Ottawa, contractors, had the contract for both the concrete slabs and the bridge construction work. Under its contracts the company was obliged to use local labor, labor relief if possible.

The entire work, costing in the neighborhood of \$110,000, is under the relief labor project for which a special fund was made available for the Board of Transport Commissioners.

Three tracks cross the bridge, two of the C.N.R. and one of the C.P.R. The slabs placed today were under the most western track. Slabs will be placed under the middle track tomorrow, the C.P.R. track to the east being last.

Conceived with Askwith

Work is being done by the C.N.R. and is in charge of Alex Hamilton of Toronto, foreman in charge of erection. Two officials of the construction division of Toronto came to Ottawa especially for the laying of the slabs, namely C.P. Disney, engineer of construction and R.A. Baldwin, bridge engineer.

The project was conceived by the corporation of Ottawa, under the supervision of F.C. Askwith, commissioner of works. When completed, the new subway will have a roadway clearance for traffic of 66 feet. Grading and other work for the streets approaching the subway were done by the city.

The C.N.R. is the only company in the world building bridges of this type but it is said to be the bridge of the future, it is composed of concrete abutments with the reinforced concrete slabs on top.

*02/03/1939 Ottawa Citizen Renfrew Ottawa, Island Park Drive*

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It was a happy idea to have the King and Queen detrain at a temporary station to be constructed at the Canadian National Railway crossing of Island Park Drive.

*10/03/1939 Ottawa Citizen Carleton Place*

VIEW OF SIR JOHN A. MACDONALD'S FUNERAL TRAIN.

The above pictured train carries remains of great statesman to last resting place near Kingston in June 1891. Note the black crepe on engine tender and baggage car. Standing on the engine an Engineer John Holyhock, Fireman Harry Fraser and Cleaner Rube Smith. Picture taken in the yards at the old Broad street station. See story elsewhere on this page.

Incidents Recalled Sir John's Funeral

The picture reproduced on this page is a sad reminder of that day in mid-June 1891 when thousands of people from Ottawa and all over the Ottawa Valley turned out to attend the funeral of 'Canada's great old statesman and prime minister Sir John A. Macdonald.

Every available foot of space in and around the old Broad street station was taken up with people who came to see the casket placed on the train. The train itself from the engine to the last car was draped with black crepe - an impressive sight which brought tears to the eyes of many of the people who were there to bid a last farewell to the remains of the old chieftain.

An outstanding memory of that mournful occasion is that while rain had fallen in torrents during the funeral procession from the church to the train, the moment the casket was lifted from its conveyance and borne towards the train, the rain ceased falling, the skies brightened and the remainder of the day was fair.

It is also an interesting fact that the coffee served on the funeral train on that occasion was made over the first old oil burners. During the trip to Kingston Sir John's body rested in the baggage car.

The engine and tender shown in the picture weighed 115,000 pounds, compared with 431,000 pounds for some of the present-day iron monsters.

*27/03/1939 Ottawa Citizen Canadian Refractories Kilmar*

Rockslide Kills Miner At Kilmar

Special to The Citizen.

HAWKESBURY, Ont., March 26. Emo Sihdonen, 33-year-old native of Finland, was instantly killed in an accident yesterday at the magnosite (sic) mines of the Canadian Refractories Limited at Kilmar, Que. Fred Dewar, aged 25, of Grenville, Que., was injured in the same accident.

From information received, the two men were at work in a tunnel at the mine, when suddenly a rockslide buried Sihdonen, killing him almost instantly and injuring Dewar, who was badly bruised about the legs by falling rocks.

Sihdonen, married man with no children so far as could be learned, has no relatives in this country.

Coroner Dr. James H. Mason of Lachute was called and a jury empanelled which brought in a verdict of accidental death.

*07/04/1939 Eganville Leader Renfrew*

C.N.R. May Abandon Line Between Arnprior and Eganville.

Abandonment of the 39-mile stretch of C.N.R. line between Arnprior and Eganville has been agreed to by a joint committee of the Canadian Pacific Railways, subject to approval of the Board of Transport Commissioners.

Ottawa officials of both railways told the Journal they had been unaware of the recommendation although the question of abandonment of the stretch of line had been brought up from time to time for some years past.

It was generally surmised that duplication of the lines was the reason for the proposed abandonment. There is a 19-mile stretch of Canadian Pacific line between Arnprior and Renfrew, and a 21-mile branch line from Renfrew to Eganville.

Abandonment of the track means that the railway service from Arnprior to Glasgow Station, Goshen, Renfrew Junction, Douglas and Caldwell would be discontinued. C.N.R. westbound trains would cross to C.P.R. tracks at Arnprior, crossing back to their own tracks at Eganville.

At Eganville a short piece of new track would have to be laid to connect the CPR branch line with the C.N.R. line outside the town limits.

*30/04/1939 Athens Reporter Westport*

Dermott M. Cauley former B&W. station agent in the "teens" at Delta and Athens, died in Toronto.

01/05/1939 *Ottawa Citizen*

*Kingston (CN)*

*Brockville*

Royal train seen making test run

Brockville April 30. The train on which Their majesties will make their Canadian tour was in Brockville this morning for an hour. The train made up of 13 coaches, six in royal blue and the other seven in green, made a trial run here and return to Montreal. the train arrived at 8.30 and left on the return trip at 9.25. the six royal blue coaches included the two which will be used personally by Their Majesties, these being distinguishable by the Royal Coat of Arms on the side, the other four to be used by the suite carrying the Crown and G.R. VI on the side. the green coaches were part of the pilot train which will precede the royal train and will carry newspapermen and other officials. The train was hauled by locomotive No. 6028 of the C.N.R. and was painted in blue and gold. Engineer James Spence of Montreal was at the throttle for the run both east and west. Conductor C.A. Moore and Brakemen A. Mainville and L.Aldrig of Montreal were in charge for the run to Brockville while J.E. Ryan, conductor, Brockville: C. Capper of the same place and O. Lurette, Montreal, were the brakemen on the return trip. R.C. Johnston, general superintendent of the Montreal division of the C.N.R. was in charge of the railway officials making the trip.

03/05/1939 *Ottawa Journal*

*L'Orignal*

Referred to Solicitor

A copy of the application by the Canadian National Railways for authority to abandon the stretch of railway in the L'Orignal division, from Hawkesbury to Hurdman, 56.6 miles, was presented. It was referred to the city solicitor to see if any city agreements were affected. The request to abandon this line was refused in 1935. Only one freight train a week each way has been operating on it and the company desires to close it owing to insufficient revenue

04/05/1939 *Ottawa Citizen*

*Alexandria*

*Ottawa Union*

Close station on May 20 between 3.30 and 6, E.S.T.

For the departure of Their Majesties on May 20, the Union Station will be closed between 3.30 p.m. and 6 p.m. Eastern Standard Time, Superintendent J.A. Rogers of the C.N.R. announced this morning.

The last train to arrive at 2.55 p.m. will be the C.N.R. train from Montreal. The last to leave will be the C.P.R. for Pembroke at 3.30 p.m.

Between 3.30 and 6 o'clock only officials of the railways and the official party accompanying Their Majesties will be permitted into the station and environs and the R.C.M.P. will maintain a guard.

Final arrangements for diverting(?) trains between 3.30 and 6 o'clock will be advertised by the railways.

12/05/1939 *Ottawa Citizen*

*Kingston (CN)*

Cornwall and Brockville to see the Monarchs

Royal train will slow down when passing through these cities and King and Queen will take places on observation platform.

<http://news.google.ca/newspapers?id=PY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7225,1615609&dq=railway+train+railroad+cnr+cpr&hl=en>

19/05/1939 *Ottawa Citizen*

*Montreal and Ottawa*

*Ottawa*

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station

more - details of crew etc.  
Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off. At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties"

more

20/05/1939 *Ottawa Citizen*

*Kingston (CN)*

*Brockville*

Royal train will slow down passing Brockville station

Brockville May 19. Word was received at the municipal office this morning that the royal train bearing Their majesties from Ottawa en route to Kingston will not stop at the Union station here Sunday afternoon. The official word from Dr. Keenleyside, chairman of the inter-departmental committee on the royal visit stated the train would pass the station at a slow rate with Their majesties standing on the platform of the rear car thus enabling those congregated at the station to gain a good view of the royal visitors.

May stop in yard

Information at the Canadian National Railways covering the visit of the royal train and the pilot train is that both trains will stop in the Brockville C.N.R. yards for inspection and to take coal. These yards are located half a mile west of the station where great preparations had been made to greet Their Majesties in a stop of 10 minutes. However, the 2,000 school children and civic officials will be in their places when the train passes the station while hundreds of people are likely to catch further glimpses of the train and its noted passengers as it stops for coal, inspection and change of crews,

The information received by railway officials here stated both trains will take water at Morrisburg, thus cutting the stop in the railway yards here to a minimum. The pilot train is due in at 6.02 o'clock daylight saving time. The royal train is scheduled to arrive in the railway yards at 6.32 o'clock daylight saving time. The trains will depart en route for Kingston as soon as inspection and coaling operations have been carried out.

20/05/1939 *Ottawa Citizen*

*Renfrew*

Queen speaks to C.N.R. brakeman

Exemplifying the democratic spirit and human outlook of Their Majesties, Queen Elizabeth spoke to William A. Joy, 118 Drummond street, brakeman with the Canadian National Railways, at 9.25 yesterday morning, as he was coupling the engine to the royal train at Deep Cut.

A few simple words by Her Majesty singled out Mr. Joy for high honor. His name will be linked with a host of important dignitaries who will meet the King and Queen across Canada.

According to Mr. Joy, he was engaged in coupling the engine, which pulled the royal train to Island Park station where Their Majesties got off, when the conversation took place.

"The King and Queen were standing on the platform of the royal train above me as I was engaged in coupling the engine to the carriage.

"Then Her Majesty smiled and spoke. I am not sure of the exact words but I think they were: 'That is a delicate job you have there', I replied 'Yes, it is Your Majesty'. the King then said something to Her Majesty, but I don't know what it was." Mr. Joy told the Citizen.

Mr. Joy has been a railroad man for 20 years and worked on the Grand Trunk Railway before joining the C.N.R. He is also a war veteran, having enlisted in 1914 with the 1st Canadian Division, Train, Ottawa. He served overseas almost four years.

Mr. Joy said the smile of the Queen is "more beautiful than the pictures." he said he was rather engrossed in his work when the conversation occurred, but now he feels very proud.

22/05/1939 *Ottawa Citizen* *Kingston (CN)* *Kingston*

Royal visit - Kingston

<http://news.google.ca/newspapers?id=QY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7041,2410419&dq=railway++train++railroad++cpr++cpr&hl=en>

25/05/1939 *Ottawa Citizen* *Kingston (CN)* *Cornwall*

Waiting for a glimpse of royalty. Includes picture of Cornwall station.

<http://news.google.ca/newspapers?id=Qo0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7283,2664698&dq=railway++train++railroad++cpr++cpr&hl=en>

27/05/1939 *Ottawa Citizen* *Renfrew*

Tenders are invited for the purchase and removal of:

The platform recently erected at the junction of the Canadian National Railway Line and Island Park Drive, Ottawa, for the reception of Their Majesties

It is a condition of the sale that the successful tenderer will be required to remove all debris and clear up the premises to the satisfaction of the Superintendent, Canadian National Railways, Ottawa.

Tenders will be received until 12.00 noon Friday June 2nd, 1939 and forms may be obtained from the undermentioned office.

Treasury Office

Salvage Division

Ottawa, May 25th, 1939.

08/06/1939 *Ottawa Citizen* *Renfrew*

At the J.R. Booth, Ltd. railway crossing on Booth Street about 11 o'clock last night, a car in charge of Gerald Desormeaux, 522 Laurier avenue west, struck the rear of a freight car that was being backed into the yard and then struck a parked car in charge of Oliver Agnew, 128, Fentiman Ave.

Constables A. LeBlanc and J. Fermoye reported that the string of empty flat cars was being backed across the roadway and that a watchman with a red lantern was signalling cars to stop. Only slight damage was caused and no one was injured.

The C.N.R. freight train was in charge of Engineer Kenneth Sullivan, 132 Third avenue, who told police he was sounding his whistle as the train was backing across the street. the watchman was Arthur Dupuis, 74 Booth street.

23/06/1939 *Ottawa Citizen* *Prescott* *Osgoode*

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

20/07/1939 *Ottawa Journal* *L'Original*

C.N.R. To Abandon Line from Hawkesbury

Abandonment by the Canadian National Railways of the L'Original sub-division between Hawkesbury and Hurdman, a total distance of 56.6 miles, was authorized today by the Board of Transport Commissioners.

In the order Issued by Hon. Hugh Guthrie as chief commissioner, the C. N. R. is authorized to "proceed without delay to place the abandoned right of way in the possession of the adjoining landowners, either by conveyance subject to trusts or encumbrances heretofore created, or by long-term leases at nominal rentals". Should any difficulty arise In connection with transfer or possession, it Is pointed out application may be made to the board by any of the parties affected.

The railway passes through a district where mixed farming is carried on. The Ontario Government intimated last year that it was interested in the possibilities of converting part of the line into a highway.

In its Judgment the board said: "There is no doubt that the abandonment of this line of railway will cause some Inconvenience to shippers at the various points, but the annual loss to the railway company in cost of operation is far greater than any inconvenience which the public may suffer."

28/07/1939 *Ottawa Journal* *L'Original* *Hawkesbury*

Signs First And Last Order

HAWKESBURY, July 27. (Special.)

Some 30 years ago Leo J. Menard, telegraph operator at the Canadian National Railways station here, signed the first order for the first regular train to run over the company's right-of-way between Hawkesbury and Ottawa. . Today he signed the last order for the last regular train to pass over this 38 miles of track. The Board of Railway Commissioners has granted the company's application to abandon this line. .Work of lifting rails and ties, as well as removing other equipment will now proceed without delay.

01/08/1939 *Ottawa Journal* *L'Original*

Service Discontinued

With completion of eastbound extra freight run leaving Ottawa 7.15 a.m. Friday, July 28, Canadian National, line between

HAWKESBURY and HURDMAN

L'ORIGINAL SUBDIVISION

will be (abandoned and all service on that line discontinued.

CANADIAN NATIONAL

04/08/1939 *Ottawa Journal* *L'Original* *Hawkesbury*

Hawkesbury-Ottawa Rails Being Lifted

HAWKESBURY, Aug. 3. (Special.)

The work of lifting rails and ties and demolishing stations and other buildings on the Canadian National Railways' right-of- way from Hawkesbury to Ottawa is now under way according to H. Moore, roadmaster, of Montreal. who is in charge of the work.

About 150. men have been given work - including 40 from Hawkesbury. He stated within a few days more from the town would be given work and later unemployed from other towns along the line would be taken on the payroll. The job is expected to take at least three months.

Some time ago the Board of Railway Commissioners sitting in Ottawa granted the application of the Canadian National Railways to abandon this line. From Hawkesbury to Ottawa is about 57 miles. The line was closed on July 28. It will be torn up as far as Hurdman.

10/08/1939 *Ottawa Journal* *L'Original*

Ottawa City Council

Alderman Belanger thought steps should be taken to urge use of the abandoned C.N.R. right-of-way from Hurdman's to L'Original as a highway. . The order of the Board of Transport Commissioners provides that the abutting land-owners should be given first opportunity to acquire sections of the right-of-way,

Permit Railway Company to Reduce Service On Ottawa-Helena Division  
 Judgment Handed Down by Transport Commission; Cutting off Morning Train From North,  
 Afternoon Train From South

According to a judgment announced in Ottawa by the Board of Transport Commissioners, through Hugh Wardrope, assistant chief commissioner, the Board has granted the application of the New York Central and the Ottawa and New York railway companies to reduce daily service between Ottawa and Helena, N. Y., from four trains to two trains. Under the judgment, permission has been granted the companies to eliminate from their passenger service train No. 60, leaving Ottawa at 7:55 am. daily, except Sunday, for Helena, N.Y., and train No. 63, leaving Helena at 3:55 p.m. daily, except Sunday, for Ottawa. The application was heard at Ottawa on January 31 last, with W.L. Scott, K.C., appearing for the railway companies; Lionel Chevrier, KC, MP. for Stormont, acting for the United Counties of Stormont, Dundas and Glengary, and for the Town of Cornwall, and with A. Goulet, M.P. appearing for the County of Russell. Compromise

Originally, the companies made application for permission to discontinue all passenger service over the line of the Ottawa and New York Central Railway between Ottawa and Helena. Following the filing of the original application, customary notices were sent to the interested parties and because of the many objections filed with the board, the application was temporarily reduced to an application by which two of four passenger trains would be eliminated from the service.

Permission was won to cut the schedule to one train in each direction each day after evidence before the board revealed the line had been operating at a loss since its inception in 1900 and that the deficit was gradually increasing. In his evidence during the hearing, Ernest G. Hawkins, assistant engineer in the office of the vice president, showed losses from passenger operations had been sustained in 1935, 1936, 1937 and the first 11 months of 1938, the losses totalling \$77,404. Total losses in connection with freight traffic were set at \$85,456 for the years 1935, 1936 and 1937. However, no request to be relieved from freight service was included in the original application.

Excerpt From Judgment

In part the judgment read as follows:

"In my opinion there is no doubt as to the fact that there is a substantial and annually increasing loss being suffered by the applicants.

"With regard to the suggestion that the four passenger trains be maintained in service during the winter months, submissions in connection therewith were permitted by the board to be filed during the hearing. Statements showing the consequent effect on revenues and expenses, etc., were filed by the applicants. These were carefully and ably attacked by Mr. Chevrier. Considerable argument by correspondence was placed on file with regard to the correctness of the figures. However, an analysis of these further submissions (based on 1938 figures) would appear to show that in so far as passenger service is concerned, the average losses per month during the winter months come very close to the average per month losses during the open season. So on the whole, I conclude the picture would not be greatly improved.

"From the foregoing, and considering the applicants will still be submitting to a substantial loss on passenger traffic by maintaining one train a day each way, I would grant the application. It is natural and regrettable that some inconvenience will be -suffered by those affected, but I have no doubt in my mind that the necessity of maintaining the present service does not outweigh the plight of the applicants."

12/09/1939 *Ottawa Journal* *Winchester* *Chesterville*

Main line blocked by derailment

Chesterville Sep 11. Traffic on the main line of the C.P.R. though here was blocked for a while this afternoon when three freight cars jumped the track in the local yards. It is believed the cars fouled a switch during the freight train's shunting operations. A crane from Smiths Falls cleared the tracks

12/09/1939 *Ottawa Journal* *Winchester* *Chesterville*

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14/09/1939 *Ottawa Citizen* *Kingston (CN)* *Lancaster*

Mystery surrounds the death of Andrew Dufresne, 21, of lancaster, who was found lying fatally injured by the side of the tracks a mile west of the village at 6.44 D.S.T. this morning by the crew of the Canadian National Railways train No. 16.

Dufresne, who was a guard on the C.N.R. bridge at that point died of a compound fracture of the left side of the skull in the Hotel Dieu hospital, Cornwall, at one o'clock this afternoon.

Police believe he was struck by a train, but are investigating the possibility of foul play.

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The crew of No. 16 train found the man lying by the side of the tracks near the bridge which he had been guarding, and took him aboard, returning to lancaster and summoning Dr. Dehaite. The injured man, and the physician, were then placed on a freight train and rushed to Cornwall at once, where Dufresne was admitted to the Hotel Dieu hospital. His death, which was wpected, occurred at one o'clock this afternoon.

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26/09/1939 *Ottawa Citizen* *Beachburg* *Ottawa, Bells Corners*

The funeral of Lucien Rochon, 29-year-old son of Alfred Rochon and the late Mrs. Rochon, who was accidentally killed on Monday when a gasoline speeder on which he was riding was struck by a C.N.R. freight train just west of bell's Corners, will be held on Wednesday morning at 7.35 from the home of his sister - -

03/12/1939 *Eganville Leader* *Renfrew*

C.N.R. Would Abandon Arnprior and Eganville Line

Nov. 28. A hearing by the Board of Transport Commissioners of an application to abandon the 37-mile line between Arnprior and Eganville was begun in Renfrew this morning.

Prior to the noon adjournment, A.D. McDonald, solicitor for the C.N.R, submitted statistics purporting to show that a net saving of \$ 104,000 per annum could be attained by abandoning the line.

He attempted to point out that the district serviced by this branch-line would receive sufficient transport and passengerservice from the Canadian Pacific mainline, the C.P.R. branch line from Payne Junction to Eganville and various paved highways.

That the abandonment was not in the best interests of the railways or the public, was argued by Murray Chown of Renfrew representing the municipalities affected by the proposed changes. Mr. Chown could not see how the railways could profitably abandon 38 miles of the most profitable section of 265 miles C.N.R. branch line for a 22-mile C.P.R. branch line in an inferior condition.

He expressed surprise that the Canadian National now asked permission to spend about \$100,000 on improving the Golden Lake - Pembroke line which it had asked permission to abandon two years ago.

Two bridges on the C.P.R. alternative route were, according to Mr. Chown, unfit to carry heavier flow of traffic and a steep grade on the Golden Lake - Pembroke section of the Canadian National branch line permitted the hauling of only 17 loaded freight cars per train.

The increase in freight rates due to the shift from competitive to standard rates would be injurious to shippers in this district and the increased mileage for goods travelling east from places west of Eganville would also increase freight rates.