
Winchester sub.

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Sep-1899 Page 289

A.E. Kirkpatrick, Resident Engineer of the CPR at Smiths Falls recently resigned to accept a position as engineer on the Egyptian Government Railways, under Major Gorouard, with headquarters in Cairo.

01-Nov-1899 Page 323

Considerable work has been done reducing grades east of Green Valley and east of Avonmore, which will enable the handling of increased tonnage. Siding facilities at .. Green Valley .. have been increased considerably.

Interlocking and derailing appliances have been installed at St. Polycarpe Jct. where the CPR crossed the Canada Atlantic Ry.

At Perth and Dalhousie Mills 40,000 gal water tanks are being built on masonry understructures.

Air testing plants have been provided throughout the yard at Smiths Falls for testing and charging of trains with air so that despatch may be insured to freight by cars being thoroughly charged when trains are made up and that there may be no delay on account of cars having to be charged with air by pump on engine as formerly.

Drop pits have been provided in the engine house at Smiths Falls. Sand and cinder hoists are being put in and are being equipped with air compressors. Overhead coaling chutes for locomotives are being provided.

01-Jan-1900 Page 6

At Smiths Falls, divisional offices, to cost \$6,000 will be built. Tea storehouses for the accommodation of the tea trade from the Orient, are situated at Smiths falls and it has become necessary to increase them. Their present capacity will be doubled at a cost of \$11,000. For this work the yards at Smiths Falls will be re-arranged.

01-Nov-1900 Page 328

Smiths Falls divisional offices. The staff have moved into the new quarters recently completed. The building is a two story frame one on stone foundations 36 x 55 ft. with bay windows. There is a passageway through the centre of the building with rooms on each side. On the ground floor are conductors room. B & B Masters office, Roadmasters clerk's office, Roadmaster's office, Trainmaster's office, telegraph office and booking room. On the first floor are Superintendent's office, Chief Despatcher, despatchers, stores, Superintendent's clerks, Resident Engineer, draughting room. There is a lavatory on the ground floor. The building is heated by steam. (Jan pg. 6.)

01-Feb-1902 Page 64

On the Smiths Falls section east of Smiths Falls, 45 miles were laid with 80 lbs. rail last year. it is proposed to completely improve the line between Montreal and Smiths Falls this year. (Jan., pg. 6.)

01-Apr-1906 Page 209

The bridges on the line between St. Annes and Smiths Falls, 108 miles, are to be put into a condition to carry a second track when it is decided to carry one through to the latter point.

01-Jun-1906 Page 327

We were advised, May 18, that the company had not let any contracts for the construction of the second track on the Eastern Division between Montreal and Smiths Falls, as stated in local press reports.

01-Jan-1907 Page 19

CPR is inviting contractors to give prices on the work of constructing a second track between Vaudreuil and Smiths Falls.

01-Jan-1908 Page 25

Vaudreuil-Smiths Falls second track. A considerable amount of work was done during the summer and fall of 1907 in connection with the construction of a second track between Vaudreuil and Smiths Falls. The work done includes the reduction of the gradients and increasing the radius of curves so that better speed may be made and heavier loads drawn. A local report states that progress on the work has been satisfactory during the past season that the whole distance between Vaudreuil and Smiths Falls will be ready for the rails in the near future.

01-Feb-1909 Page 109

During 1908 there was completed 10 miles of second track work upon the contract between Vaudreuil and Dalhousie Mills, a distance of 22.5 miles. J.P. Mullarkey of Montreal is the contractor.

The second track construction between Finch and Smiths Falls, 50 miles has been completed, track having been laid during 1908 upon the last 23.5 miles of the distance. The Toronto Construction Co. had the contract.

01-Mar-1909 Page 181

A press report states that the company's program of work for the current year includes the construction of 40 miles of additional second track on the line between Montreal and Toronto. This 40 miles would be in the vicinity of Smiths Falls.

01-Apr-1909 Page 255

A Montreal despatch states that it has been officially announced that the construction of the second track as far as Smiths Falls will be completed during the current season and that a start will be made preparatory to the construction of a second track between Smiths Falls and Peterborough.

01-Feb-1910 Page 127

We are advised that the second track work from Montreal to Smiths Falls has been completed, the portion between Vaudreuil, mileage 23.8 and Finch, mileage 79.1 being completed during 1909. The grading between Vaudreuil and St. Lazare, mileage 28.5 where some heavy grade revision work was done, was handled by the company's own forces. From St. Lazare to mileage 44.8, near Dalhousie Mills, the work was done by J.P. Mullarkey, Montreal; and from mileage 44.8 to Finch the work was done by Macdonald and Keefer, Monklands. The culverts and bridge superstructures for the entire distance were built by J.P. Mullarkey. The tracklaying, ballasting and surfacing was done by the company's own forces. C.W.P. Ramsey, Assistant Engineer, had charge of the work.

01-Nov-1912 Page 565

Press reports state that local firms have been asked to tender for the erection of a locomotive house and machine shop at Smiths Falls.

01-Aug-1916 Page 331

CPR betterments - see also Chalk River sub. install electric alarm bell mileage 82.06, Chesterville; lay 5 miles of 100 lbs. rail and tie plates on westbound track; additional track and alterations to Smiths Falls yard; ballast 108 single track miles.

01-Jun-1918 Page 239

An interlocking plant will be installed at Kempton.

01-Apr-1922 Page 187

A press report states that a fire in the Smiths Falls freight sheds on March 2, did considerable damage, the total damage to the CPR and others being about \$75,000.

01-Apr-1926 Page 174

Additional equipment will be supplied and old machinery replaced at Smiths Falls to facilitate the handling of locomotive and car repairs.

01-Jul-1927 Page 411

Automatic signal protection will be provided for the terminal yard at Smiths Falls. The timber station platform at Smiths Falls will be replaced with a permanent platform. At Smiths Falls the locomotive house will be extended to provide accommodation for larger locomotives. Additional equipment for mechanical and car departments will be supplied at Smiths Falls.

01-Apr-1928 Page 183

The locomotive house at Smiths Falls will be extended to provide accommodation for large locomotives. The station roadways at Finch and Chesterville will be paved.

01-Jul-1929 Page 429

The present stations at Finch, Bedell, Green Valley and Smiths Falls will be remodeled. A bunkhouse for employees will be built at Smiths Falls. A new ice house will be provided at Smiths Falls. The machine shop at Smiths Falls will be extended. At Smiths Falls the existing turntable will be replaced with 100 ft. turntable of the latest design. A modern mechanical cinder disposal plant will be installed at Smiths Falls.

01-Feb-30 Page 71

A fire on Jan. 6, supposed to have originated from a carelessly thrown cigarette, resulted in the ground floor of the station at Smiths Falls being burnt out, and considerable damage being done to the upper floor. The fire brigade prevented the fire spreading to the division offices close by. Temporary provision for carrying on business has been made and the station will be rebuilt.

01-Apr-30 Page 224

Colour light automatic signals will be installed between Glen Tay and Bedell.

01-Jul-30 Page 446

Installation of automatic signals between Glen Tay and Smiths Falls has been completed.

01-Oct-47 Page 599

New station for Smiths Falls - see photo copy.