

Local Railway Items from Area Papers - Chalk River Subdivision

24/06/1881 *Almonte Gazette* *Chalk River*

AN EXTINGUISHER. - We learn from the Pembroke Observer that some Frenchmen endeavoured to get up a strike amongst the railwaymen employed in the construction of the C.P.R., and forced many to join them by threats. The powers that be, however, took a very summary method of knocking the strike on the head by arresting the leaders and sending them to gaol for a month. Deprived of their heads the crowd soon gave way.

15/07/1881 *Almonte Gazette* *Chalk River* *Sand Point*

The C.C.R.R. are erecting a turntable at Sand Point in place of the one removed last fall.

22/07/1881 *Almonte Gazette* *Chalk River*

R.R. News. - In railway intelligence it is said the Canada Pacific railway company have discharged a number of firemen on the Brockville section, and that employment has recently been given to several engine drivers recently from England. The C.P.R. company are putting in a new turntable at Sand Point.

23/08/1881 *Ottawa Citizen* *Chalk River* *Pembroke*

Pembroke Post. A train of thirteen cars containing the first of Mr. Allan Grant's timber from Kippawa passed through Pembroke last Friday about noon. The timber was driven down in single sticks from Kippawa to Mackie's station where it was loaded on the cars and goes direct to the Commissioner's Wharf at Quebec by rail. It is a splendid lot of very fine white pine of good girth and dimension and in excellent condition. Quite a crowd of lumbermen viewed it while it stopped here and their comments and opinions on the manufacture and appearance after such a long drive were exceedingly complimentary. It will no doubt find a ready market when it reaches its destination. An extra engine had to be put on the train between here and the Government Road. There will now be a continuous freight travel between Mackie's eastward until the timber is all taken down, the authorities having promised to send down if possible two trains a day containing about 600 feet, to carry down the timber of the Scotch Syndicate represented by Mr. Allan Grant. Another train of cars went down last Saturday.

29/08/1881 *Ottawa Citizen* *Chalk River* *Arnprior*

SAD DEATH. - A brakeman named Charley Sims, was accidentally killed at Arnprior, on Friday night, whilst coupling cars on the Canadian Pacific Railway. The body was brought to this city and removed to his parents residence on Ashburnham Hill, from which the funeral took place yesterday.

31/08/1881 *Ottawa Citizen* *Chalk River* *water*

The Canadian Pacific Railway is finding some trouble in securing an adequate supply of water from the tanks along the line as for the past fortnight there has not been sufficient wind to move the mills with force enough to pump the water. The result has been that train hands have been compelled to pump the water into the tanks by hand. This is the first time in the history of the road that such a contingency has arisen.

30/09/1881 *Renfrew Mercury* *Chalk River* *Gauge change*

The gauge of the Western Extension of the C.P. R'y., between Mackey's Station and Mattawa was changed on Saturday last and is now uniform width with this end of the line. This will be a great convenience to shippers, no doubt materially reducing the cost of heavy goods. If the company would only make some sensible running arrangements now, their road would be a real benefit to the lumber trade. As trains are at present run, unfortunately, the trade is nearly as much hampered as in the old steamboat days. There is no truth in the report that, with the change of gauge the Mattawa end of the road would be handed over to the Canada Pacific Railway Company by the contractors, Messrs. Duncan McIntyre & Co. This latter will run the section in question for yet an indefinite time. Pembroke Observer.

07/10/1881 *Almonte Gazette* *Chalk River* *Pakenham*

The railway bridge at Pakenham has been completed

14/10/1881 *Almonte Gazette* *Chalk River*

UP THE LINE. - We had a call on Friday last from conductor Cardiff, who, with his wife, was paying Almonte a visit. We learned from him that the construction of the railway is being pushed energetically above the Mattawa were, to which point he has charge of the lumbermen's train from Mackey's, a distance of about 47 miles. In a stretch of about 35 miles he says there are from 700 to 800 men at work. In building the line the rails are first laid broad gauge, so as to employ in the construction the old engines and rolling stock, and as soon as the line is completed for any distance the gauge is changed to that of the main line, and forthwith it becomes incorporated into and part of the Canada Pacific Railway proper. If we may judge from friend Cardiff's appearance, the air and feed up in that neighborhood must be particularly invigorating.

16/12/1881 *Almonte Gazette* *Chalk River* *Almonte*

NEARLY AN ACCIDENT -The small boys of the town are in the habit of jumping on to the passing cars, and on Wednesday last one of them fell from the car and was only saved from being crushed to death by a miracle

06/01/1882 *Almonte Gazette* *Chalk River*

FOR THE SHANTIES- for the past two weeks every freight train going north on the C.P.R. Has conveyed horses, sleighs and teamsters to the lumber districts up the Ottawa. Last week between fifty and sixty teams, from Ottawa neighborhood, were sent up. On Tuesday last Mr. Robert Wilson, of Panmure, shipped two car loads from Almonte and Stittsville, for the upper Kippewa shanties of the Scotch Lumber Co., of which Mr. Alan Grant, of Fitzroy, is manager. Mr. Wilson went with the teamsters to the woods, and will remain as foreman for the winter, a position that he is well qualified by long experience to fill with advantage to his employer and to the satisfaction of those under him.

Rails are laid on the C.P.R. to a point about twelve miles above Mattawa. It is expected Nipissing will be reached about 1st of July.

13/01/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

RAILWAY WORKSHOPS. - after all the bonus-bunting of the C.P.R. Co., they have finally decided to locate the repair workshops at Carleton Place, the only inducement being exemption from taxation. The shops of the C.P.R. at Brockville, and of the St. L. & O.- now controlled by the Syndicate - at Prescott, will be closed, and the workman and plant will be transferred to Carleton Place, where new buildings will at once be erected. Carleton Place is undoubtedly the best location for these works, and Almonte can be generous enough to congratulate it upon the very important addition to its business and population that must follow their location. The council has already passed a resolution pledging itself to grant exemption, and the company are now preparing for the erection of the necessary buildings.

24/02/1882 *Almonte Gazette* *Chalk River*

Trains on this division of the C.P.R., the Chronicle says, now run as far as Amable du Font, twelve miles above Mattawa. The work of construction of the remainder of the line to Callender Station is progressing rapidly, and it is expected that the full length of the Nipissing Division will be completed by next fall.

10/03/1882 Almonte Gazette Chalk River Carleton Place

There is a boom in real estate in casrleton Place at present, owing, no doubt, to thelocatin of the C.P.R. repair shops there.

24/03/1882 Almonte Gazette Chalk River Carleton Place

A SMASH. - While Mr. Stewart, of Beckwith, was driving a load of wood across the track at Carleton Place, one day last week, the load stuck, and the horses were unable to move it. At that moment a train came along, and smashed the sleigh to pieces, scattering wood in all directions. . Fortunately, Mr. Stewart had time to detach his team from the sleigh before the train arrived, otherwise the damage would have been more serius.

24/03/1882 Almonte Gazette Chalk River Pakenham

STATION REMOVAL. - there is some talk of the Pakenham's railway station being removed about a mile further north of the village, in order to overcome the difficulties caused by a heavy grade where the station is located at present. Another reason is that there is a deep cut close to the depot, which renders the building of new sightings impossible, and these are very necessary owing to the increased traffic on the road. Should be proposed to change take place, it will prove somewhat inconvenient to the citizens of Pakenham.

19/04/1882 Ottawa Citizen Chalk River

Upwards of 500 men arrived by the QMO&O at the Union Station at a late hour last night from Montreal on their way too commence work on the extension of the Canadian Pacific Railway near Pembroke. They proceeded by special train to Pembroke at an early hour this morning.

21/04/1882 Almonte Gazette Chalk River Pembroke

ACCIDENT - The Pembroke baggagemaster, Mr.McAdam, met with a painful accident on Saturday last. While coupling cars he got his left hand caught, smashing the thumb and breaking and lacerating all the rest of his fingers. He was conveyed to Dr. Irwin's office who amputated the thumb close to the hand, and has hopes of saving the other fingers.

21/04/1882 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

Instead of removing the depot a considerable distance north of the village, as was at one time spoken of, the C.P.R. Co., has decided on laying another siding for the accommodation of freight trains.

05/05/1882 Almonte Gazette Chalk River Almonte

OBSTRUCTION. - Tuesday last a lumber train passed through Almonte, and having to deliver or receive some freight in the freight van it was drawn up to the station, the train blocking the crossing on Bridge street for several minutes. The same thing occurred again at two o'clock, and we would like to know if this could not be avoided by leaving the train on the bridge and the engine taking the freight car up to the station and then backing down. The convenience of the public should be certainly considered.

12/05/1882 Almonte Gazette Chalk River Carleton Place

The machinery for the new car shops at Carleton Place is being put in position. Though the buildings are not much larger than they were at Brockville, iot is said that very soon another one hundred feet will have been added.

19/05/1882 Renfrew Mercury Chalk River Arnprior

The C.P.R. is putting in another siding at the Arnprior station. The business of the road has been largely increased of late, and new sidings have been added to nearly all stations on the line. Arnprior Chronicle.

19/05/1882 Renfrew Mercury Chalk River Pembroke

The railway company intend to straighten the track on the east end of the railway bridge at Pembroke. This will necessitate the removal of the present station and wood shed. The change will be made about the end of this month.

02/06/1882 Almonte Gazette Chalk River Almonte

COULDN'T SUCCEED. - on Wednesday last when the morning train for the south was leaving the station, one of our townsmen went to get on the platform of the last car, but he was met by a lady who wanted to get off, and the result was that neither succeeded. The presence of the lady effectually blocked the way, and though the would-be-passenger belonged to the press, he could not press himself on that car, and the conductor proved just as successful in preventing the lady from getting off.

09/06/1882 Almonte Gazette Chalk River

The track of the Canadian Pacific Railway from Almonte to Pembroke will be relaid with steel rails immediately..

The Canadian Pacific railway is being regularly operated as far west as Flat Creek, to which point passenger trains are now run.

23/06/1882 Almonte Gazette Chalk River

Mr. Worthington, railway contractor, has 160 of his 600 mile contract finished, has 2,000 men employed with 1,500 women and chioildren with them, and it takes from 20 to 25 barrels of flour made into bread per day to supply their wants.

23/06/1882 Almonte Gazette Chalk River

LATE TRAIN. - the morning express from the north was several hours behind time last Thursday, owing to a smash-up of a couple of freight cars in the following singular manner: a freight train was proceeding from Renfrew southward, and when near Castleford several of the rear cars became detached owing to a break in the coupling. The employees were not aware of it, and went on, leaving the rear part to overtake them on the steep grade which they were then just nearing. The engine slacked up slightly on the downgrade, which at this place is the steepest on the line. Not so the rear cars, for they increased in velocity, and soon overtook and ran into the front section with great force. Two of the freight cars were smashed to pieces. One of them being loaded with hop poles, made quite a scattering. No one was injured. The remains of the damaged cars were taken through here on Sunday to the repair shops.

26/06/1882 Ottawa Citizen Chalk River Sand Point

Sand Point. William O'Connor, working at the ballast pit at this station was accidentally run over by a ballast train this afternoon and only lived about thirty minutes after the accident. It seems that during the dinner hour this train was lying in a pit siding and the deceased laid down under one of the cars and fell asleep.

30/06/1882 Almonte Gazette Chalk River Sand Point

RUN OVER AND KILLED. - A Man named Wm. O'Connor lost his life at Sand Point on Saturday last in a very simple manner. He had been working in the gravel pit, and when the cars were all loaded, he laid down under one of them, for a cool place, knowing that they would not go out until after the express had gone past, but lay too long, as the result proved. When the train had gone he was found, but injured to such an extent as to cause death in a few minutes..

30/06/1882 Ottawa Citizen Chalk River

Out of consideration for the wants of the public the Canadian Pacific Railway have put a mixed train on that portion of their line between Carleton Place and Pembroke. The new arrangement is a great boon to the travelling community.

30/06/1882 Almonte Gazette Chalk River Carleton Place

The keeper of the refreshroom of the C.P.R. at Carleton Place has applied for a beer license.

KILLED ON THE TRACK. - On Tuesday evening of last week the express going north run [sic] over and killed one cow in the village of Renfrew, and three or four more a few miles further up.

EXCURSION TO OGDENSBURG. - the Fourth of July is now almost as anxiously looked forward to by a very large number of our loyal countrymen as by any citizen of Uncle Sam's domains, that being the date chosen by the congregations of St. Paul's church, Almonte, and Grace Church Clayton, on which to have the annual excursion to Ogdensburg, and so well have the efforts of the committee, led by Rev. Mr. Stephenson, being rewarded that each succeeding year shows a decided increase both in the attendance and the financial results over its predecessor. This year was no exception, and on Tuesday morning last the train arrived here from the north with seven car loads of passengers, and when it left here at half past eight it carried with it twelve well filled cars of happy pleasure seekers. At Carleton Place three cars more were added, and at Smith's Falls one car from Perth. An unavoidable delay of one hour was caused at Smith's Falls to await the arrival of the excursionists from Perth, and to cross the express from Brockville. A large number of the party took advantage of the delay to "do" the town, and very many expressions of a highly complimentary nature were given vent to by the visitors. "All things here must end," and the delay at last was over, and once more we were on the way and in due time Brockville was reached without anything of a noteworthy character transpiring. Once there, however, the scene was changed. Sixteen carloads of precious human freight were discharged at the wharf, and a rush was made for the boat, the "Wm. Armstrong," which was to convey the party to Ogdensburg, and amid the pushing, crowding and jostling which took place it is almost a miracle that no accident happened, as the gangways from the platform to the boat were unprotected in any way, and it was necessary to exercise the utmost caution in passing on to the boat. The excursion committee, of course, cannot be held responsible for the carelessness of the boat hands in not providing proper protection, but in future they would do well to see that such carelessness is not repeated. Ogdensburg was reached about three p. m., and the three hours allowed the passengers were spent by them in seeing what was to be seen. At half past six the party left for home, and about two o'clock in the morning the excursionists from here disembarked, a tired and sleepy but well satisfied crowd. It is expected that between \$500 and \$600 will be realized.

THAT SWITCH. - The sublime indifference with which the public convenience is tested by some of the train hands of the Canada Pacific Railway would be amusing if it were not so serious a matter for the public. The passing of trains over Bridge Street is in itself an inconvenience, but one to which the public are not disposed to seriously object, but when an outrage such as was perpetrated on Wednesday last takes place, a long suffering public cannot help protesting. On that day No.11 train met and crossed No.14, which we presume had the right of way; immediately after No.6 had left No.14 drew up to the station for the purpose of loading and unloading freight. As soon as No.14 had drawn up to the station No.11 ran through the siding on to the main line, the engine being some distance beyond the tank, but instead of clearing the crossing, which it might have done by moving three car lengths ahead, it blocked the crossing for over twelve minutes, while waiting to back up to the station. What made it worse was that it occurred while the factory hands were going to dinner, and many of them had to cross over the buffers or crawl under the cars in order to prevent a waste of their short dinner time. When a death has occurred at that spot perhaps somebody will interfere.

A FEARFUL LEAP. - on Wednesday night of last week four horses belonging to McLaughlin Bros., Arnprior, being frightened by a train, plunged over the railway bridge at that place into the Madawaska river, a distance of over forty feet, and yet were saved without much injury. Last week's Chronicle gives the following particulars of the occurrence: anyone who knows the height of the bridge above the Madawaska river, its open trestle work on top, the large number of saw logs which were at the time floating below, and the darkness of the night at 11.30 p.m. Wednesday, would think it almost incredible that four horses could keep their footing for such a considerable distance on the open timbers, and finally make such a terrible leap among the logs in the water below, and yet swim to shore apparently none the worse for the perilous adventure. This singular accident occurred in this manner. The horses, all fine large animals, had been placed with others in a pasture which adjoins the east end of the bridge, but had got out and were on the railway track when the midnight freight train came along from the south. The engine driver discovered them ahead of him as he turned the curve before entering the bridge, and he gave the short sharp whistles for "on brakes," which were equally promptly applied, and the train brought to a halt on the steep embankment just before entering on the bridge. The horses having taken fright at the approaching train, four of the animals sped along on the centre of the railway track and soon reached the bridge. The night was wet and very dark. The top of the bridge is open timbers placed 18 or 20 inches apart, the only covering being the rails and a couple of narrow planks placed lengthwise between them, barely sufficient for a foot passenger to pass over with safety. Yet along this bridge and trestle work the fleeing horses kept their feet a distance of 25 or 30 yards before they fell or took the wonderful leap into the depths below. One of the horses leaped from the bridge on the south side and swam to shore, another one taking his headlong leap over the north side. The remaining two, however, fell on the trestle work on the north side and could not extricate themselves. The splash of the two horses as they entered the water was heard distinctly at the station, nearly half a mile distant, and the station master concluded that some of the cars had gone over the bridge, he having just previously heard the danger signal of the engine. Mr. Henderson, the baggage master, hurried forward with his light. Mr. A. McDonald, of the marble works, also hurried to the scene and rendered valuable assistance. A couple of raftsmen, who had been asleep in their boat a short distance from where the horses entered the water, woke up in alarm, but soon lent their aid in piloting the horses ashore, and in clearing away the logs from the place where the two remaining horses would require to be thrown over. In the meantime the train hands had procured a number of fence rails with which to pry up the horses still on the bridge, as the only means of extricating them, and then roll them over the side and let them take their chances of escape. This task was one of considerable difficulty and no little danger to the men, but was safely accomplished. The first horse struck the water broadside with a loud thud, and soon came to the surface. The last one took the leap head first, making a beautiful deep dive. They were both landed in safety, accepting a few scratches. The water being over thirty feet deep was no doubt in favor of the horses. It was fortunate that the train was stopped before entering the bridge, for an all likelihood, had it been otherwise, the train itself might have been thrown off the track into the river. This is the second narrow escape of a train at this bridge. A few years ago a passenger car jumped the track and broke the couplings just as the train was entering the bridge, and only stopped when the forward end of the car hung over the side of the bridge at the very spot where the horses were rolled over.

THE WRONG TRAIN. - an incident of the difficulty encountered at the C. P. Junction by inexperienced travelers is to hand. A young lady, returning from school in Toronto to her home in Pembroke, arrived at the junction by the evening train on a recent Saturday. Knowing she must change cars, she got off the train and started in search of one going to Pembroke. After walking around for some time she saw one pointing in that direction and stepped on board. The train moved off and she found she was returning to Brockville instead of getting near home. Taking the advice of the conductor she dropped off at the Falls, where our kind-hearted H. M. H. S. who happened to be on the train, took charge of her and escorted her to the Butler house, where she remained till Monday. It seems too bad that such mistakes should occur. It is really a difficult matter for young travelers especially to keep right at the junction, and something should be done to prevent such mistakes.

A tank capable of holding twenty thousand gallons of water is being finished at the Carleton Place Junction

Trains are now running as far as Callendar on the CPR for conveying passengers. The telegraph has been constructed to that point to operate the road.

17/08/1882 Pontiac News

Chalk River

Sand Point

The railway authorities have opened a gravel pit at Sand Point and now have a considerable number of men at work therein. It makes quite a stir in this little village.

01/09/1882 Almonte Gazette

Chalk River

Smiths Falls

Smiths Falls

ANOTHER COLLISION - about 5 o'clock on Tuesday morning another collision occurred on the R. R. At this place, but happily the consequences were not as serious as they were on a previous occasion. An empty grain car had been left standing on the track at the station, and when the early freight from the north came in it struck this car, driving the trucks from under it and damaging the engine to some extent. It is claimed by the men on the engine that there was a heavy fog, and the car was hidden from view by it. If, however, they had observed the semaphore, they would have known that there was danger ahead. There were all the constituents necessary for another complete wreckage, and that such did not occur is a matter of surprise.

01/09/1882 Almonte Gazette

Chalk River

A siding has been built from the C.P.R. main line to the piling ground of Messrs. Caldwell & Son.

07/09/1882 Pontiac News

Chalk River

Lumberman's Train

Next week the Canadian Pacific will run a lumberman's train service, conveying lumbermen, employes, teams and supplies in the one train, making the distance to Mattawa Station from Ottawa in 12 hours. This will prove a very great accommodation and saving to the trade. Not many years ago the same distance took a couple of weeks.

08/09/1882 Almonte Gazette

Chalk River

Almonte

TRAIN PARTED - on Monday morning last the freight train to here at 11.30 a. m. was a few minutes late, and just before it got to the bridge the coupling of the cars by some means became detached, and the engine and four heavily laden cars dashed across the street and past the station, where they were brought to a standstill. A small wave of excitement was raised by the fact that the passenger train was due, and whilst the engine of the parted train was backing down the whistle of the express was heard, but all proper precautions had been taken, and she was brought up at a safe distance. The coupling having been made good, the freight train was speedily removed and the passenger train came in on time.

06/10/1882 Almonte Gazette

Chalk River

Almonte

Robbery At The Station -Safe Blown Open. -Sometime during the night of Thursday last, or early Friday morning, the station office of the Canada Pacific Railway in this town was entered by parties who went to work to abstract the contents of the safe by drilling a hole in the door and blowing it open with gunpowder. The noise of the explosion woke several of our townsmen, but no suspicion of the cause was created, and thus an opportunity was afforded the burglars to get away with their booty, which amounted to the neighborhood of three thousand dollars, Mr. Hegarty not being able to name the precise sum, as all the express memoranda was carried away with the drawer of the safe containing the money. The thieves were either belonging to the neighborhood or had well posted themselves, as an entrance was made the same night into the house in which Mr. Hegarty resides, evidently in search of the keys, and failing to find them, the blacksmith shop on Water street occupied by Mr. Buffam was broken open and the tools by which the hole was made in the safe door were procured, and left behind in the station office. The outer door of the station was opened by a key, the inner door was then smashed open, and the robbers got to work upon the door of the safe. Miss Hegarty did not leave the station until nearly two in the morning, having waited the arrival of the excursion train from Carleton Place, and the clock, which was stopped by the explosion, pointed to twenty minutes to five o'clock, thus giving its silent evidence as to the time of the occurrence. Considerable surprise was expressed on all hands that the Company took it so coolly, and did not at once send a detective to investigate. There were several strangers in town that morning, but they are all away now, and in all probability the last has been heard of the affair.

13/10/1882 Almonte Gazette

Chalk River

Pakenham

A new elevated bridge has been built over the railway track at Pakenham, on the road leading from the village to White Lake.

13/10/1882 Almonte Gazette

Chalk River

Almonte

No clue to the safe-robbers who operated in the station house has been obtained as yet. The C.P.R.. authorities made no effort to discover the robbers.

20/10/1882 Almonte Gazette

Chalk River

Almonte

RAILWAY NOTES. - The train due here on Monday last at 3.08 p.m. did not arrive here until after five o'clock, being over two hours late owing to a break down in the machinery of the engine. The train due here in the morning at 10 has become infected with the prevailing irregularity, and "on time" is now the exception. A car loaded with coal got off the track one day and another loaded with timber followed suit one night last week. During the past week men have been busy laying steel rails all along the line, and no doubt other improvements will soon follow. To meet the Canada Atlantic competition there must be quicker trains, and this will render a revision of the timetable necessary, which will probably take place shortly. The appearance of the railway bridge, on Tuesday, stained with blood and fragments of flesh strewn about, indicated a serious accident, and a little further research discovered the body of a very fine dog, which had been killed by a passing train. The dog was owned by Major Gemmill.

27/10/1882 Almonte Gazette

Chalk River

Almonte

RAILWAY COLLISION. - On Saturday last, as a freight train from the south was coming down the grade from near Mr. Aitkenhead's farm, it parted and the engine with one portion came on into the station, when the loss was discovered, and the one half went back to look for the rest, which it met coming full speed down the grade, and the two portions came together with a great force. The couplings of a large number of cars were broken, and the contents of the freight cars were considerably shaken up. In some of the covered freight cars the goods, amongst which were some coal stoves, looked as if a small earthquake had been handling them. There was also a sudden fall in coal.

27/10/1882 Almonte Gazette

Chalk River

Almonte

BLOCKING THE ROAD - some time ago we called attention to the blocking of Bridge Street by freight trains, and we took care that a copy of the paper should reach the proper authority, and from him we received a courteous letter advising us that such orders had been given as would obviate the difficulty or reduce it to a minimum. For some little time after there was a decided improvement. Trains were cut into two suit the crossing and the public convenience was consulted, but the old state of things has returned, and conductors of freight trains appear to act as though the public had no rights that train conductors were bound to respect. We are not disposed to be captious in the matter, and we make all due allowance for the crossing of trains here which must of necessity create some little inconvenience at times, but we do say that the constant blocking of a public street, and that one of the main streets of a town, is an outrage that either officials of the railway or the officials of the town should take steps to prevent. Whilst on this subject we may refer to another practice which will probably some day result in a fatal accident, and that is the constant backing of trains over the Crossing without a man there to warn the public. When an engine is coming with a train, her own noise and the bell give ample warning, but when the engine is at the other end of a long train, and the bell is useless even if rung, a great danger is created by the cars coming silently back over the crossing, and we have seen some narrow escapes there. The fact is the work at the station has outgrown the hands here, and with every disposition in the world to do all they can, it is utterly impossible that Mr. Heggarty, the obliging station agent, and "George," the courteous baggage man, can attend to matters that are now neglected to the injury of the public.

03/11/1882 Almonte Gazette Chalk River Almonte

A NARROW ESCAPE. - on Tuesday last, as the afternoon train was going south, an Indian answering to the name of "Jack," who had been on the cars to speak to someone, attempted to leave the train after it commenced to move. Owing to striking against some person on the steps and to the presence of too much spirits he fell down between the car and the front of the platform. He held himself firmly against the platform until the train was passed, when he emerged without injury. Those on the platform who saw him will not soon forget the thrill the occurrence gave them.

RAILWAY NOTES. - the station yard at Almonte has been transformed this last week into a car repairing shop, a number of men having been engaged repairing the cars damaged in the collision on the 21st. inst - Archer Baker, Esq., accompanied by the heads of the different departments passed through Almonte on Tuesday last in the Directors' car on an official trip to Mattawa.

17/11/1882 Almonte Gazette Chalk River Almonte

On Wednesday morning last, when the morning mixed train from the south was coming down the grade a short distance out of town, a coupling broke, and the engine and one car gained several laps on the balance of the train. The engine and car whizzed past this office at a very lively rate, and the engineer, in order we suppose, to cool the excitement of his engine after the fast run, gave it a cooling drink at the tank before returning for the rest of the train.

17/11/1882 Almonte Gazette Chalk River Almonte

The platform at the station here is to be extended to the crossing opposite the Gazette office. Additional platform room is much needed.

17/11/1882 Almonte Gazette Chalk River Smiths Falls

SMITH'S FALLS

ACCIDENT. - on Tuesday a railway station was made the scene of another accident, the victim being a young man named Miller, from Ottawa. He was a new hand on the train, this being only his second day. While coupling the freight cars he was caught and most severely crushed. He returned to Ottawa on the 5 o'clock express. His injuries are thought to be of such a nature that he will soon recover.

23/11/1882 Ottawa Citizen Chalk River Almonte

It is understood by the Almonte people that a new iron bridge will shortly replace the one at present spanning the river there, and that other important railway improvements are contemplated by the Canadian Pacific Railway authorities. The depot will in all likelihood be removed to the opposite side of the track from where it at present stands.

24/11/1882 Almonte Gazette Chalk River Carleton Place

RUN OVER AND KILLED. - one day last week Mr. McLaren had a valuable horse killed in his lumber yard at Carleton Place, while shunting cars. The teamster thought there were men on the cars to put on the brakes, but unfortunately, just as the cars started, they were called away, and the cars got such headway on a downgrade that the horses could not keep out of the way. One of them succeeded in jumping to one side, but the other was knocked down across the track and almost cut in two, the first car being thrown from the track. The carcass had to be cut in two before it could be got from under the car.

24/11/1882 Almonte Gazette Chalk River Almonte

The purse which held the money stolen from the station house here some time since was found a week or so ago by the section man, in a culvert about a mile on this side of Carleton Place.

24/11/1882 Almonte Gazette Chalk River Almonte

HAND CAR ACCIDENT.- on Thursday evening last a special train ran here for water, and was followed by the hand car, driven by two men. Just as they came to the station the handle of the pump came off and threw Mr. J. Ferguson, a brother of the section man, on to the road in front of the car, which passed over him, severely injuring his breast, shoulder and arm. The injured man was promptly removed and cared for, and is doing well, his injuries not being so severe as was at first feared.

01/12/1882 Almonte Gazette Chalk River Carleton Place

NARROW ESCAPE FROM A COLLISION.- the Central Canadian of this week says: one of the most miraculous escapes in the latter-day terrible records of the C. P. R. occurred last Monday at noon three miles out from Carleton Place on the way to Brockville. The noon express was then at full speed with the usual supply of humanity aboard, when suddenly the awful spectacle of an approaching freight was seen coming up a grade. The situation was frightful in the extreme, and as the two drivers wrought as against certain death to avoid what seemed short of being a shocking mangling collision, the passengers became bursting with excitement and agony. The laboring freight was working around a curved grade, and was moving slowly almost at the summit; the driver of the express was on a straight track and could see quite a distance. This gave him time to apply the brakes, but long before he had stopped men, women and children had jumped off, in their fear, feeling certain that a collision was inevitable. The trains came to within a very few yards of each other before stopping. The passengers returned and the freight backed up to Franktown, the express proceeding..

01/12/1882 Almonte Gazette Chalk River Carleton Place

Two freight trains collided at the C.P. junction on Wednesday evening. The engines were injured considerably.

01/12/1882 Almonte Gazette Chalk River

Complaints having been made of the absence of light at the different stations along the Canada Pacific on the arrival of trains, Mr. Cadigan, an old conductor, was sent up the line from Ottawa to Mattawa to have this state of things altered, and more light thrown on the subject. We noticed that the platform at the station is now brilliantly illuminated after dark.

08/12/1882 Almonte Gazette Chalk River Pakenham

The bridge lately constructed by the CPR over the track at Pakenham is now being removed, the height it was required to be built according to law having made it almost impassable. A cut is being made through the bank for the purpose of making a crossing for the road over the track.

08/12/1882 Almonte Gazette Chalk River Renfrew

ANOTHER BRAKEMAN KILLED AT RENFREW. - on Saturday night last a young man named Wm. McGibney, of Ottawa, employed as brakeman on one of the C.P.R. freight trains, met with a horrible death while coupling cars in the station yard at Renfrew. After having made a coupling he proceeded to walk with the train while it was in motion, a very dangerous practice. He had only walked a short distance when his foot caught tight in a "frog." He fell across the track and the cars passed over him, cutting off both of his legs and his right arm close to the shoulder. The train hands were shocked at the dreadful sight of their comrade, who a few minutes before was hale and hearty, lying at the side of the track agonizingly writhing in pain. Everything possible was done to relieve the sufferings of the unfortunate man, but all was of no avail. Poor McGibney expired about two hours after the accident. An inquest was deemed unnecessary. Young McGibney was steady, honest and hard-working, and well thought of by everyone who knew him. He was only a short time in the employ of the C.P.R.

12/01/1883 Almonte Gazette Chalk River

The frogs along the track of the C.P.R. have been attended to, and by the insertion of a piece of block are no longer dangerous to the brakemen, who may now run over them with ease.

19/01/1883 *Almonte Gazette* *Chalk River* *Almonte*

Considerable preparations are being made and material gathered here to rebuild the bridge over the river. It is said the bridge will be built in sections and then hauled into place. Over one hundred men will be engaged in the work.

26/01/1883 *Almonte Gazette* *Chalk River* *Almonte*

Men have been busily at work getting the iron work of the bridge ready for fixing, it is said, on Sunday next.

26/01/1883 *Almonte Gazette* *Chalk River*

ANOTHER RAILWAY ACCIDENT. - A correspondent of the standard says a man named Bedard was run over on Friday, 12th, by the train coming down when within two miles of Mattawa. It seems the engineer saw him lying on the track but could not stop his train in time to prevent the accident. The unfortunate man was not killed out right, but was left insensible by the wayside, the engineer not considering it his duty to stop for so trifling a circumstance. Immediately on the arrival of the train at Pembroke he was taken to the hospital. He can hardly recover, as he is said to be half frozen, his arms being frozen to the elbow.

02/02/1883 *Almonte Gazette* *Chalk River* *Almonte*

BRIDGE BUILDING EXTRAORDINARY. - on Saturday night, immediately after the passage of the last train, a gang of men over one hundred in number was set to work to remove the old railway bridge, all possible preparations for replacing it with an iron one having been previously made. The new bridge had been built in sections, which were lying by the side of the line, and which were taken to their proper places and then lifted into position by the aid of a powerful portable crane. The operation occupied about twenty hours, and was certainly a work of great celerity, and was witnessed by a large number of spectators with a great deal of interest. As usual on such occasions, the small boy was irrepressible, and it is a wonder none of them were injured.

02/02/1883 *Renfrew Mercury* *Chalk River* *Almonte*

The Almonte Railway Bridge. The wooden bridge on the Canadian Pacific railway over the Mississippi river there was removed on Sunday last, and replaced by an iron structure consisting of ten spans. The time occupied in removing the old bridge and completing the new one was only 20 hours. Considerable indignation was expressed by the citizens that the Sabbath should have been chosen to accomplish this work.

09/02/1883 *Almonte Gazette* *Chalk River*

Bedard, the unfortunate man who was run over by a construction train up north a short time ago, died from the effects of his injuries.

09/02/1883 *Renfrew Mercury* *Chalk River* *Pembroke*

On Wednesday morning a smash up occurred on the railway at Pembroke which caused a temporary commotion. A number of cars were shunted out on to the pile bridge on Tuesday night and left there. Next morning, before daylight, the Mattawa train with a number of cars attached, came along and ran into them. There were a number of men sleeping in the stationary cars at the time. The men were heaved around the cars with much velocity, but fortunately none were seriously hurt. The cars were considerably wrecked. Had the engine been running at full speed the accident would have proved more serious. Observer.

23/02/1883 *Almonte Gazette* *Chalk River* *Sand Point*

Daniel Lyn, a laborer on the C.P.R. at Sand Point, was struck by a train one day last week and badly injured. Lyn is slightly deaf, and while walking along the track the train backed down upon him. Three toes and a portion of his foot had to be amputated.

02/03/1883 *Almonte Gazette* *Chalk River* *Carleton Place*

FOOT CUT OFF. - A commercial traveller named John Grant, from Ottawa, met with a terrible accident at the Carleton Place junction yesterday (Wednesday). Having missed the express, he thought to get through on the freight, and ran to the front end of the van to get on. In some way or other he made a miss. And fell beneath the van, the wheels passing over his left leg, which was terribly mangled. He was taken to Ottawa, where his leg will be amputated.

09/03/1883 *Almonte Gazette* *Chalk River* *Carleton Place*

Mr. John A. Grant, the unfortunate man who was run over last week at Carleton Place by a freight van, had his leg amputated at the Protestant Hospital, Ottawa, but the shock to his system as to cause his death, which took place on Thursday night. He was the eldest son of Major Grant, Ottawa, and was 31 years of age.

09/03/1883 *Almonte Gazette* *Chalk River* *Renfrew*

On Monday of last week a cow which was standing on the track at a crossing in Renfrew was struck by the cowcatcher of the engine. The animal was tossed into the air, and, after being stunned for a time, on regaining its feet, walked off apparently uninjured.

09/03/1883 *Almonte Gazette* *Chalk River* *Pembroke*

ACCIDENT. - On Tuesday last a lad named Nowlan, of Carleton Place, who was employed in the railway yard at Pembroke, got his hand badly crushed between two cars while engaged in coupling. The injury was a painful one, and will necessitate his taking a holiday for some considerable time. He returned home on the morning express on the same day.

15/03/1883 *Ottawa Free Press* *Chalk River* *Carleton Place*

Messrs. Baker and Blackwell of the C.P.R. were in Carleton Place a few days ago. A local paper said their object was to consider the removal of the heaviest of the machinery in the works there to the new shops at Hochelaga. Since the destruction of the shops at Brockville the entire repairs and new work have been done at Carleton Place. The machinery for the heavy and new work is all that will be removed, repairs will still go on at Carleton Place as usual. The complaint of the company about lack of houses for the men will soon have ceased, as these will be provided with all the speed that is possible.

23/03/1883 *Almonte Gazette* *Chalk River* *Carleton Place*

ALMOST BURNED TO DEATH. - Mr. William Wilson, a young married man of Carleton Place, and an employee of the C.P.R., was ordered to fire up a locomotive one day last week. When the fire had got under good headway he opened the furnace door, and the flames rushed out, catching an oil can he either held all was close by. The can exploded, knocking Wilson clean off the locomotive and setting coat, face and hands on fire. A comrade nearby rolled the ignited man over and over in the snow, which extinguished the flames, but not until the coat had been about burned off, the face badly blistered, and the right hand sent next door to destruction. - C. C.

06/04/1883 *Almonte Gazette* *Chalk River* *Almonte*

NEW STATION. - A new station is shortly to be erected here, and not before it is needed, as the one in use at present does not furnish anything like the accommodation required. We hope to see the company give us a building that will be a credit to the town

06/04/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

The freight train that came in after the express on Tuesday night was going at such speed that it shot right past the Renfrew station and was not stopped until it reached the second bridge. The conductor who came back for his waybills, &c., remarked that it went by "like the devil on skates."

11/04/1883 *Almonte Gazette* *Chalk River*

The Messrs. Klock are daily shipping large trains of lumber south from Pembroke, of what is said to be a very fine cut, and according to those who have seen it as clean and well made and large stuff as can be found in the market, and has never been under water.

A FRIGHTFUL ACCIDENT. - a little after five o'clock last Wednesday one of those terrible brakesmen's accidents which start the deepest feelings of sympathy and sorrow occurred at the C. P. Junction. A young man named Robert Taggart - a year out from Ireland, and but six weeks in CPR service - a tall, healthy, wiry, well built and good looking person, was at the south end of the long Manitoba siding engaged in drawing a pin from a shunt. To do this he recklessly walked sideways, in front of the locomotive pilot, as he walked pulling hard to loosen the pin. Suddenly one foot went down deeper than usual between the ties; the pilot caught it, Taggart was thrown ahead lengthwise and between the rails; with almost superhuman swiftness he threw his body out, but his leg was between the bottom of the pilot and the rail, being terribly bruised. Finally the heel of the pilot passed, and then it was that the brave fellow tried to jerk out his foot before the wheel caught it, but there was no time, and the cruel, brutal thing took the foot sideways and at the center, crushing it down into utter destruction. Taggart then sat up, unlaced his boot, and took it off, surveying the ruins quite coolly. He asked his comrade, Mr. Flegg, to get a doctor, but to be sure to tell him not to take the foot off. He was then placed on the front of the engine, his head resting on his friend's shoulder, and the sad company of employees came to the crossing, from which the poor fellow was carried to his boarding house, Mr. Moore's, and doctor. Preston summoned. To the doctor Taggart appealed: "Don't take it off; I would rather die!" "Oh it must come off," said the doctor. "Well, then, splice it on," was the best hope he uttered. The doctor proceeded with his usual great care and skill in such jagged and distressing cases; and so managed as to leave the heel and part of the instep, but was not able to tell whether more would have to be taken. The operation was performed with Taggart himself quite an interested spectator. The patient slept three hours the first night- something remarkable; and has continued to progress very favorably. - that same evening a relief subscription was opened by Mr. Thomas Begley, among the railway hands, and before it closed the handsome sum of \$125 was raised. The men at McLaren's Mills also subscribed a small sum. On the morning after the accident the locomotive appeared in proper shunting condition hyphen having a footboard in front instead of a pilot.- C. C.

13/04/1883 *Almonte Gazette**Chalk River**Pakenham*

TOUCH AND GO! - A NARROW ESCAPE-. The condition of the line on the CPR between this town and Pakenham at a point nearly opposite Mr Timmon's house below Rosebank, a few days ago caused considerable anxiety, resulting in a close watch being kept. Just at this point the line is carried over a gully by means of an embankment about twenty-five feet high, provision for carrying away the water being made by a culvert. The position of two hills in the immediate neighborhood formed what might be best described as a deep bay to the north of the track, in which the water accumulated until it had reached a depth of about fifteen feet, and it was this "gathering of the waters" that caused anxiety, as it was seen that the culvert was not of sufficient dimensions to carry away the immense quantity of water that had to find an outlet somehow. The section men had been watching the place for some days and on Tuesday evening they signaled the evening express going north, (which was about two hours late), and, acting upon the signal, the train crossed the place very slowly. five minutes after the train passed the pressure became too great, and the clay embankment for about sixty feet in length was carried away, leaving the ties and rails suspended in mid-air. At the time of the washout some of the neighboring farmers were on the track, together with the section men, but as they took in the position of things "they stood not upon the order of their going, but went," and it is needless to say that Dexter's time was beaten altogether by the time made in that short spurt. Fortunately all escaped. The break in the line caused considerable interruption to traffic, all freight trains being cancelled and the passengers, with their baggage; having to be portaged around the gulf. As soon as possible a large gang of men were collected and set to work to build a trestle bridge under the ties, and, considering the difficulties encountered and the distance from all supplies, very commendable progress was made, and as a result the empty cars were passed over on Thursday, but it was not considered advisable to take over either an engine or the passengers until the bed had been made more secure. The passengers on the Tuesday evenings train little suspected as they sped along what a narrow escape they had from at least a position of considerable peril, and both they and the company are to be congratulated on a very fortunate termination on what might have been a very serious affair.

27/04/1883 *Almonte Gazette**Chalk River**Almonte*

NARROW ESCAPE. - on Thursday last Mrs. Slater was a passenger by the train from the south due here at 3.40, and on the train drawing up to the station she began preparations to leave the car, but when she got to the outside the number of people on the car platform prevented her getting off at once, and the train began to move. Anxious not to be carried on, she hurriedly jumped from the car and went down between the train and the platform. Fortunately Mr. Kyle, who was standing near, saw her danger, and, leaping to the spot, stooped down and held her close against the platform whilst the train passed, when it was found that, beyond some scratches on the chin and a great freight, no injury had been sustained. It should be somebody's duty to see that the platforms of the car are kept clear, but with passengers getting on and off at the same time, and others crowding out to stand there it is frequently quite a crush, and the only wonder is someone has not been seriously hurt.

27/04/1883 *Almonte Gazette**Chalk River**Pembroke*

THROWN FROM A TRAIN. - on Friday afternoon last, says the Observer, as a train from the east was approaching the Pembroke station, two rivermen got into an altercation on the platform of one of the cars. A passenger by the train interposed, and attempted to quell the disturbance. Both the contestants speedily turned on him, however, and the result was that he was thrown bodily from the train, alighting about twenty feet from the track. Very fortunately he was not seriously injured.

11/05/1883 *Almonte Gazette**Chalk River*

T. & W. MURRAY vs. C. C. R- the decision of the Supreme Court at Ottawa in the case of T. & W. Murray and the Canada Central Railroad, now the Canada Pacific, for fencing the line between Pembroke and Renfrew, has at length been given in favor of the Messrs. Murray. The original amount sued for was in the neighborhood of \$12,000, but as it has passed through all the provincial courts, of course piling up large expenses on the way, it now amounts to nearly \$16,000, all of which will have to be paid by the railway company. The original amount of the contract, too, bears six per cent. interest since the time the fencing was completed, which will probably add over another \$3,000.

11/05/1883 *Almonte Gazette**Chalk River*

A SUDDEN STOP. - on Tuesday evening of last week the express for the north was brought to a standstill in a sudden and peculiar manner while between Pembroke and Mattawa, at a point where the road runs along the side of a hill. When the train was passing this point an immense stone, being loosed in some way from the position it had occupied for centuries, by the vibrations caused by the approaching train, rolled down the hill and, after smashing the cow catcher, brought the train to a stand. A large hole was dug beside the track, and the stone was rolled into it, the passengers and train hands uniting in the work; the train then proceeded on its way. No serious damage was done.

18/05/1883 *Almonte Gazette**Chalk River**Almonte*

DISTANCE SIGNALS. - Two semaphores, onenorth and the other south, are being erected on the line here. The fact that they have done without for so long, and no accident, proves the carefulness of all concerned.

25/05/1883 *Almonte Gazette**Chalk River**Almonte*

Mr. Baker, superintendent of the E. D. C. P. R., has written a letter to our mayor in which he says: " we shall, in all probability, put up a new station at Almonte this year, and I shall certainly take an opportunity of seeing you and the citizens of Almonte and consulting with them in regards to the location of the station before it is erected. "

15/06/1883 *Renfrew Mercury**Chalk River**Renfrew*

A semaphore to be operated from the station for signalling the engine drivers has been erected at the railway crossing on Argyle street.

NEARLY A FATALITY. - A striking proof of the dangers to which railway men are continually exposed was afforded on Thursday of last week on the CPR. On that day the regular ballast train was in the siding leading to the gravel pit known as Walsh's, near Smith's Falls, and the switch admitting to which should have been closed by the switchman, but was left open. No. 47, a through freight on its way south, came along at a good speed, when the driver discovered that the switch would run him into the gravel train, of which his brother-in-law was driver. Eldridge, driver of the freight, at once shut off steam, and reversed his engine, having first called for brakes, and then jumped from the engine, fracturing his left leg below the knee, and causing the bone to protrude several inches, making a large flesh wound. The fireman escaped unheard. The trains came together, and a general smash-up resulted, the loss to the company being in the neighborhood of \$15,000 or \$16,000. The curve at the place prevented either party from seeing the other train and it is fortunate no lives were lost.

22/06/1883 *Almonte Gazette**Chalk River**Almonte*

A train loaded with timber passed southward through here about noon on Sunday last, and a loaded freight train went north the same evening. The "sabbath-train" wedge is being driven in very rapidly. If there is a legal way of stopping these trains from running it should be done at once.

20/07/1883 *Almonte Gazette**Chalk River**Carleton Place*

ACCIDENT AND AMPUTATION. - On Tuesday evening last Mr. William Switzer, car checker for the C.P.R., attempted to get on the pilot engine in the yard at C. Place junction while it was in motion, but slipped, and a flat car caught him and dragged him to the ground. His arm was crushed to such an extent that it had to be amputated.

02/08/1883 *Ottawa Free Press**Chalk River**Carleton Place*

Mr. Pittaway, of Pittaway & Jarvis photographers, left this morning for Carleton Place to photograph a locomotive which has just been repaired in the workshops there.

24/08/1883 *Almonte Gazette**Chalk River*

ANOTHER C.P.R. CONDUCTOR KILLED-. From the Pembroke Observer we learn the particulars of a fatal accident on the C.P.R, which occurred near Bissetts Creek on Wednesday of last week. The ballast train was drawing logs for the repair of the road, and the conductor, Mr James Malvahill, was seated on the tender, when the side stakes of the car behind him gave way and one of the logs fell to the ground. The forward end of the log struck the ground first, and the rapid motion of the train caused it to up-end, and it fell upon Malvahill, inflicting a fearful wound in the right leg immediately above the knee, and lacerating the fingers of his right hand. The shock, of course, knocked him off the train, where he lay until discovered some few minutes afterwards, on the other train hands looking out to see if any more logs were loose or flying. He was conveyed as promptly as possible to Pembroke, where the injured limb and fingers were amputated at the hospital, and every attention paid to him, but he died on Friday morning. Malvahill came from Prescott, where his mother and sister reside. He comes of a most unfortunate family, as it is said his father was killed in a railway smash - up, and his brother, a conductor on the old St. Lawrence & Ottawa railway, broke his neck by falling off a train.

24/08/1883 *Almonte Gazette**Chalk River**Almonte*

A NEW STATION. - on Wednesday last the general superintendent of the Eastern Division CPR, Archer Baker, Esq., Mr. C. W. Spencer, assistant superintendent, Mr. Smellie, head engineer, and a number of other officials, including Messrs. Woodward and Macpherson, visited Almonte with a view to locate the new railway station. After an exhaustive survey of the whole property, we understand it was decided to erect the new station on the site of the present one, but bringing the front of the building out to the edge of the present platform, which will necessitate the removal of the present inner switch to the other side, so that all passenger trains will arrive and depart from what is now the main line. The placing of another track on the offside from the station will necessitate the removal of the granary so recently built by Mr. Robertson, which will be moved up towards Carleton Place, and in a line with the new freight shed, which will be built up near the Baptist church, and from its location will do away with a very great deal of what has been such a constant source of complaint, the constant blocking of Bridge street, and which will then be reduced to a minimum. We learned that operations will be begun in the course of a couple of weeks, and no doubt when completed the town will have a station more in accordance with its requirements and more creditable to the company - a consummation that has long been devoutly desired and needed..

31/08/1883 *Almonte Gazette**Chalk River**Pembroke*

SAD ACCIDENT. - Mr. W. F. Peden, one of the Pembroke cricketers, works in the C.P.R. yard in that town, and when he left on Wednesday to come to Almonte his nephew, Mr Fred. Ruid, took his place in the yard. When the excursion train reached Pakenham Mr Peden got a telegram to go back at once, as his nephew had met with an accident. It seems Ruid had been working around the switch, shunting cars, and got his foot caught in the "wing-rail," from which he could not free himself before the car came along and went over him, cutting off his right leg above the knee. A telegram from Pembroke this morning conveys the sad news that the doctors have no hope of the unfortunate young man's recovery.

07/09/1883 *Almonte Gazette**Chalk River**Almonte*

Mr. T.W. Mcdermot intends erecting a large grain warehouse and coal shed on the C.P.R. siding at the depot here this fall.

07/09/1883 *Renfrew Mercury**Chalk River**Renfrew*

It is said that there is to be a new Railway station at Renfrew, as well as at Almonte; but it has been talked of for so long, that some people will not believe that there will be a more conveniently situated station here until they see it. Some changes have, however, already taken place. A new siding, which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved further back; the platform in front of the freight shed is being taken down and the remnant of the long shed which was put up by Mr. Halpenny has been leveled to the ground.

Also in The Equity, Bryson, September 13.

07/09/1883 *Renfrew Mercury**Chalk River**Almonte*

Archer Baker Esq., General Superintendent of the Eastern Division, C.P.R., and a number of other officials lately visited Almonte with a view to locate the new railway station. After an exhaustive survey of the whole property, it was decided to erect the new station on the site of the present one, but bringing the front of the building out to the edge of the present platform, which will necessitate the removal of the present inner switch to the other side, so that all passenger trains will arrive and depart from what is now the main line.

13/09/1883 *The Equity, Bryson**Chalk River**Renfrew*

It is said that there is to be a new railway station at Renfrew as well as Almonte; but it has been talked of so long, that some people will not believe that there will ever be a conveniently situated station here until they see it. Some changes have, however, already taken place. The new siding which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved back; the platform in front of the freight department is being torn down; and the remnant of the long shed which was put up by Mr. Halpenny has been levelled to the ground.

21/09/1883 *Almonte Gazette**Chalk River**Almonte*

MAKING PROGRESS. - We note that the section men are busily at work on the track at the station, and are preparing to remove the most southern track to the north side of the line, the ballasting for which is in progress, This is part off the plan connected with the proposed new station.

ANOTHER C.P.R. ACCIDENT. - scarcely a week passes without some fatal or serious accident happening on the C. P. R. One of the latest reported occurred on Saturday, the 15th inst. the particulars of which we quote from the Renfrew Mercury; on Saturday morning last, about ten o'clock, Prosper Ducharme, a workman on the Canadian Pacific railway, met with a fearful accident in the gravel - pit, about seven miles above this village. The train was moving slowly along, when from some unknown cause his feet suddenly slipped and he fell between two flat cars. He made a dazed sort of struggle for a few seconds to retain a grasp on some part of the car, but before help could reach him went down under the wheels. By the time the train had stopped two cars had gone over him, smashing both legs; and his face and head well also badly cut and bruised, by the brake probably. He was brought down to Renfrew, when doctors O'Brien and Mann amputated both legs below the knee. Pieces of his cheekbone were also taken out, and his head sewed up; but it is not improbable that his naturally strong constitution will enable him to pull through, not withstanding the severity of his injuries. Ducharme is a young man of between 20 and 25 years of age. He was to have been married on Monday and the day of the accident was to have been his last at rail roading. A story is told- and though it sounds like one gotten up for effect, we have it on good authority that in the morning, when putting on his boots he complained that his toes pained him and said that "a fellow might as well have no toes."

28/09/1883 *Almonte Gazette* *Chalk River* *Almonte*

The surveyors of the C.P.R. are busily engaged marking out the boundary of the C.P.R. property at the station here preparatory to a fence being erected.

05/10/1883 *Almonte Gazette* *Chalk River*

The C.P. Railway's new roundhouse will be completed in two weeks.

05/10/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

Workmen were last week placing new posts under the old station in order to move it back some six feet. As the new siding was so close to the building to make entrance from the front extremely inconvenient a doorway was knocked in the end. It is believed, however, that the building is only to be used as a freight shed and it is said that the new station will be brought up on freight cars, ready to be placed in position.

12/10/1883 *Renfrew Mercury* *Chalk River* *Carleton Place*

The C.P.R. are building scales, for weighting loaded cars, at Carleton Place.

12/10/1883 *Almonte Gazette* *Chalk River* *Almonte*

FENCED IN. - the C. P. R. Co. Have erected a board fence around their property in town. The road past the GAZETTE office toward Church St. has been closed up. We have heard it said that the company took this action as a sort of retaliation for not being allowed to remove their freight shed on Sunday last, but we do not believe there is any truth in the report. The freight shed was removed across the track yesterday (Wednesday).

12/10/1883 *Almonte Gazette* *Chalk River* *Carleton Place*

TAGGART vs. CANADIAN PACIFIC RAILWAY Co. - this is one of the cases heard at the sizes at Perth last week. Taggart brought action to recover damages for injuries sustained. Plaintiff was employed by defendants as brakeman and car coupler in shunting cars at the Carleton Place junction. In April last while attempting to uncouple a car which was being pushed in front of the shunting engine which had a cow catcher on, his foot was caught by the cow catcher and so mutilated that it had to be amputated across the instep, in consequence of which he was crippled and unable to do any work up to this time. Action was brought to recover damages on the ground that the company was liable for negligence in not using a proper double head shunting engine with footboards, instead of a common engine with a cow catcher, for shunting, which very much increases the danger of accident. The judge ruled, despite the strong contention of plaintiff's counsel on the cases cited by him, that defendants were not liable under the circumstances for accidents or injuries sustained by their employees and directed a non-suit to be entered.- Courier.

19/10/1883 *Renfrew Mercury* *Chalk River* *Almonte*

Preparations were made to move the old Almonte railway freight shed on a Sunday. The town mayor sent word that the work would not be allowed on that day, and after that those in charge did not attempt it.

The Almonte station is not going to be improved so much after all, according to the Times. Instead of a handsome new structure being erected, a second storey will be put on the present shanty. Poor prospect that, for any improvement at Renfrew.

19/10/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

Cars often catch fire while running on the C.P.R. One flashed up in flames a mile or two south of Renfrew last week; and another, containing fifteen barrels of coal oil, was consumed at Cobden.

19/10/1883 *Almonte Gazette* *Chalk River* *Cobden*

A spark from an engine ignited a car load of coal oil on the C.P.R. at Cobden on Tuesday iof last week, the who;e concern was consumed.

09/11/1883 *Almonte Gazette* *Chalk River* *Almonte*

SAD AND FATAL ACCIDENT. - Mr. Joseph Budd, of Montague, met with a most painful accident on Saturday, which resulted in his death on Monday morning. He and his son were bringing a load of grain to town, and they reached the R. R. Crossing above the station just as the noon express came flying in. The son wished to wait till the train passed, but the father thought he could get across, and urged the horses forward. The time was too short, and the engine struck the hind wheel of the wagon, throwing Mr. Budd and the load of grain into the air to a height of 15 ft. and to a distance of 40 ft. to one side. The man was picked up insensible and carried into the nearest house. A physician was at once called, and everything possible was done to save his life, but as the injuries were all internal little could be done. Consciousness was not regained, and the end came on Monday evening. Although much sympathy is naturally and properly felt and expressed, that is a very general opinion that the unfortunate man alone is to blame, as he knew the train was near. Many say that he had a habit of thus attempting to cross ahead of trains. His friends are making an effort to have an inquest held with a view of inculcating the R. R. Company. They claim that the whistle was not blown as the train was approaching. The funeral took place on Wednesday.

15/11/1883 *The Equity, Bryson* *Chalk River* *Chalk River*

The C.P.R. headquarters for the eastern division was moved from Pembroke to Chalk River on Monday last. The Chalk will be the terminal point for all freight trains down to Ottawa and up to North Bay on Lake Nipissing. The company have already erected a large brick round house for the accommodation of twelve engines, a tank. Four handsome cottages, a residence for the foreman of the works and a large boarding house. We believe it is their intention to build twenty additional cottages for employees having families and also a school house in which their children may be conveniently educated, church is also said to be among the proposed erection, but of what denomination it is not yet known.

15/11/1883 *The Equity, Bryson* *Chalk River*

The automatic car coupler invented and patented by Mr. Chas. Devlin of Pembroke may now be called an assured success. Mr. Devling went up the line of the C.P.R. a couple of weeks ago, on the invitation of Mr. James Worthington, manager of the North American Contracting Company, and fitted his coupler to two cars so as to give a fair practical test. --

When the two cars were fitted they were found to work splendidly, coupling freely and without a hitch of any kind. They also have the advantage of being easily worked in connection with the present link and pin coupler, a fact which will render their adoption much easier than would otherwise be possible. More.

16/11/1883 *Almonte Gazette* *Chalk River* *Almonte*

The removal of the old station has been made. Whilst the usual business was carried on it and Mr. Hegarty and his staff have been gradually lowered in the world, whilst at the same time they have been slowly travelling west.

23/11/1883 *Almonte Gazette* *Chalk River* *Chalk River*

Chalk River has been made the headquarters of the eastern division of the C.P.R. and all the Company's stores were removed from Pembroke to that point last week.

23/11/1883 *Renfrew Mercury* *Chalk River* *Chalk River*

The C.P. Railway headquarters for this division will be moved to Chalk River on Monday next. After that date the Chalk will be the terminal point for all freight trains down to Ottawa, and up to North Bay on Lake Nipissing. The company have already erected a large brick roundhouse for the accommodation of twelve engines, a tank, four handsome cottages, a residence for the foreman of the works, and a large boarding house. --
Pembroke Observer.

30/11/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

During the past week, mile posts were erected along the line of the C.P.R. from this village towards Pembroke. The miles are reckoned from Montreal; and a post planted at the first railway bridge on the side furthest from the village is numbered 190. Half mile posts are also erected. The figure board of the post is in the shape of a broad V, in order that the distance from both ends may be indicated on it. As the western side of the V. is still blank, probably the upper point from which the distance will be reckoned, has not yet been decided upon. From their dirty appearance it may be supposed that the posts have been in use before.

17/01/1884 *The Equity, Bryson* *Chalk River* *Chalk River*

A good authority gives it as his opinion that the reason the Canadian Pacific Railway Company located so extensively at Chalk River was because they could procure ample station room. They own five hundred acres of land there and have laid tracks in all directions, and find their roomy yards a great convenience. Some railway men who work there moved the members of their families up a few days ago, more cottages being ready.

18/01/1884 *Almonte Gazette* *Chalk River* *Arnprior*

ANOTHER HORRIBLE ACCIDENT - on Monday last Mr. John brown, section man on the C. P. R. between C. Place and Almonte, (who lives on 8th line Ramsay) passed through here on the train from the north in an unconscious condition - the result of a terrible accident he met with while on a snow plow that went north that morning. While passing the Waba Nurseries, near Arnprior, the right wing of the plow came in contact with the platform, some part of the machinery used in working the wings broke, and the guide wheel revolved with great force. The handles on the latter struck Mr. Brown on the head, tearing the scalp completely off and inflicting such other injuries as to cause his death, which took place at his home about midnight on Monday. Deceased leaves a widow and six young children to mourn his loss.

18/01/1884 *Renfrew Mercury* *Chalk River* *Arnprior*

The Arnprior railway station waiting room has been floored anew and the walls tinted and re-papered. From this the people there conclude that they are not to be treated to a new station, which they think the business transacted entitles them to.

25/01/1884 *Almonte Gazette* *Chalk River* *Almonte*

The architect who designed the new outbuildings of the C.P.R., at Almonte is surely lacking in aesthetic taste. They should have had a Southern aspect. However, according to the eternal fitness of things, they are in perfect harmony with the new depot, just about completed at a paltry cost and to the entire dissatisfaction of all the people.

25/01/1884 *Almonte Gazette* *Chalk River* *Renfrew*

The same snow plough that killed John Brown near the Arnprior station, ran of [sic] the track at Renfrew and took engine and van with it, a few hours afterwards.

08/02/1884 *Almonte Gazette* *Chalk River*

A special and a mixed were only prevented from colliding and smashing each other into atoms by the devotion of the drivers and brakesmen who stuck to their posts and brought the two trains to a stand when about an acre apart. The freight mistook its orders.

29/02/1884 *Almonte Gazette* *Chalk River* *Almonte*

THE RAILWAY STATION. - Mr Haggerty took possession of the new addition to the railway station last week. It is a decided Improvement on the old rickety, tumble - down, six by four office, and that is not saying very much for it. The painting of the waiting room was done in rather gorgeous style and the ceiling frescoed. This was considered unharmonious with the rest of the edifice, or perhaps too good for Almonte, and orders have been given by those in authority to do the work over again and give the walls a less pretentious appearance. Verily, there are some strange things done by railway officials.

04/03/1884 *The Equity, Bryson* *Chalk River* *Sand Point*

The C.P.R. Co. have greatly improved their buildings at Sand Point, which now presents a neat and comfortable appearance. The platforms have been extended, and some necessary improvements made for the convenience of the public.

07/03/1884 *Renfrew Mercury* *Chalk River* *Almonte*

The Almonte Railway Station.

Mr. Haggerty took possession of the new addition to the railway station last week. It is a decided improvement to the old rickety, tumble down, six by four office, and that is not saying very much for it. The painting of the waiting room was done in rather gorgeous style and the ceiling frescoed. This was considered unharmonious with the rest of the edifice, or perhaps too good for Almonte, and orders have been given by those in authority to do the work over again and give the walls a less pretentious appearance. Verily there are some strange things done by railway officials - Gazette.

14/03/1884 *Almonte Gazette* *Chalk River* *Carleton Place*

Bungling railway management is again exemplified by the necessity to move the new Carleton Place station to a more convenient position.

04/04/1884 *Renfrew Mercury* *Chalk River* *Carleton Place*

During the removal of the Carleton Place station building to a suburb of the town, the railway and restaurant business is being transacted in a large tent.

04/04/1884 *Renfrew Mercury* *Chalk River*

The C.P. Railway officials are negotiating with the McNabb Council, with a view to replacing the overhead bridge at Mansfield with a level crossing.

04/04/1884 *Almonte Gazette* *Chalk River*

The C.P.R. Co. continue to run their timber trains on Sundays.

09/05/1884 *Almonte Gazette* *Chalk River* *Arnprior*

Large quantities of lumber are being shipped by rail weekly from McLachlin Brothers, Arnprior, to Proctor & Co. of Ogdensburg, N.Y., via Brockville.

Mrs. Stanley, of Arnprior, had a narrow escape from being the victim of a serious accident at the station in that town last week. When the afternoon express from the north here, says the Chronicle, there were six or seven cars attached, and instead of running the first class coaches, which were at the rear end of the train, up to the platform to allow passengers to embark, they were left some distance up the track. Among those who had purchased first-class tickets were Mrs. Stanley and the wife and family of Mr Geo. H. Chapman, who had the misfortune to be burned out Wednesday, and who were going down to Ottawa to reside with friends until Mr. Chapman could secure another house. The ladies were obliged to go up the track some distance to get on the cars, and after some trouble Mrs. Chapman and the children were got on board, with the assistance of her husband and some of the passengers. Just as Mrs. Stanley had grasped the rail and was endeavoring to get up on the steps the conductor gave the signal to start, and the train moved off under a full head of steam. Mrs. Stanley was dragged along for some distance, but before reaching the platform some bystanders came to her assistance and rescued her from would have been certain death, for had she been forced against the end of the platform a fatal accident would have been the result. What makes the case more aggravating is that Mrs. Stanley was left behind with the purse in which Mrs. Chapman's money was stored, and that lady was obliged to go to Ottawa without a cent in her pocket.

23/05/1884 *Almonte Gazette* *Chalk River* *Smiths Falls*

C.P.R.- In addition to the two sidings in progress at the "Y" two more sidings of considerable length are being laid at the present railway station. These are found necessary to accommodate the increased traffic passing over this line.

23/05/1884 *Almonte Gazette* *Chalk River* *Smiths Falls*

SMASH. - There was a smash-up Saturday two miles north of Smiths Falls. Engine 246, which had just come fresh from the shops, broke away from the train, and the train went dashing after in on the down grade and opened a great chasm in the tender, and disabled the engine.

06/06/1884 *Almonte Gazette* *Chalk River* *Pakenham*

STEER KILLED, - a valuable three year-old steer belonging to Mrs. Wm. Howe, had its leg cut off on Tuesday by the train at J.A. Grant's crossing. The animal was in the pasture field, and jumped out over the fence, and got on the track, and was soon left useless. They had to kill him at once.

06/06/1884 *Almonte Gazette* *Chalk River* *Almonte*

NEW FENCE. - The C.P.R.Co. have replaced the the old rail fences along the road north of town with barbed wire. The new fences are much neater in appearance but are likely to prove a dangerous trap for wandering bovines in their nocturnal wanderings, as the wire is invisible at night and a number of cows have already been caught in it by attempting to reach the long grass inside the fence.

06/06/1884 *Almonte Gazette* *Chalk River* *Carleton Place*

An empty timber train jumped the track at C.P. the other day.

13/06/1884 *Almonte Gazette* *Chalk River* *Almonte*

Two locomotives passed through here this week for use on the western end of the C.P.R.

20/06/1884 *Almonte Gazette* *Chalk River* *Carleton Place*

TRAIN DELAY. - The train due here on Tuesday at 1:45 p.m. did not arrive until about three o'clock, the delay being occasioned by an engine off the track at Carleton Place.

27/06/1884 *Almonte Gazette* *Chalk River* *Almonte*

SLAUGHTER OF HORSES. - on Friday night last six valuable horses belonging to McLaughlin Bros., Arnprior, were killed by the timber train which goes through at night. It seems that sparks from an engine fired the fence alongside the track, and a portion of it was burned. Not having been rebuilt at once, the horses got on to the track through the opening thus made, with the results above stated. It is said that two of the horses ran along the track until they reach the crossing near Mr. J. Francis', a mile or two from Pakenham. The CPR company will probably have to fork over something like \$1,000 as payment for the animals.

CATTLE KILLED.- on Monday night last the late timber train from the north killed two cows belonging to Mrs. John Craig, Ramsay, at the crossing three or four miles north of this place.

04/07/1884 *Almonte Gazette* *Chalk River* *Carleton Place*

ALMOST AN ACCIDENT. - on Thursday evening last, as the train which arrives here about six o'clock was leaving Carleton Place, and had just crossed the bridge, a man engaged in hauling lumber from the mill yard to the stacking ground attempted to cross the track just in front of the engine, which struck the car, demolishing it's usefulness, at any rate for a time, and dragging the horse backward some little distance, until the train came to a stand still, which it soon did, when it was found the cylinder of the engine was broken by the collision. It was a narrow escape all round, and should prove a lesson to the yardman for the future.

11/07/1884 *Almonte Gazette* *Chalk River* *Petawawa*

On the morning of the 2nd instant the Pettewawa station of the C.P.R was destroyed by fire. Two cars laden with plasterers' materials were also burned. The origin of the fire is unknown, but incendiarism is suspected.

17/07/1884 *The Equity, Bryson* *Chalk River* *Petawawa*

On the morning of the 2nd inst. The Pettewawa station of the C.P.R. was destroyed by fire. Two cars of plasterers' material were also burned. The origin of the fire is unknown but incendiarism is suspected.

ACCIDENT ON THE C.P.R. AT PEMBROKE - AN ALMONTER INJURES. - last week's Observer says: "on Wednesday afternoon a construction train, consisting of an engine, five or six cars loaded with ties, and two red vans, left town for the Government Road crossing, five miles below pembroke. The conductor had instructions to be back in town at six o'clock sharp. When the train arrived at its destination the men, of whom there were quite a number on board, proceeded to unload the ties, and they had barely completed their labors when the conductor, Mr George Ludford, (son of Mr Ludford, Almonte), glancing at his watch, observed that it was " twenty minutes to six. " a start was immediately made for town, the engine having to "back up" that distance. The men seated themselves on the flat cars to enjoy a little chat during the run into town, and all went well until the train reached the farm of Mr. Richard White, a short distance below Lower Town. At this point the men were not a little surprised to feel the cars give a vigorous heave, to hear a signal for brakes given, and on looking up they perceived the vans, which of course were in the front, standing on end. The man on the lookout had perceived that three head of cattle were lying on the track at a curve, and had given the warning for brakes, but the train could not be stopped in time to prevent a collision with the cattle. The animals were of course instantly killed, and there being no cow - catcher attached to the van, their bulky and mutilated carcasses began to work mischief to the train, which was still in motion. The cars begun to work about and pile on top of one another in a lively manner, and the men prepared to jump from the train, particularly as most of the cars were by this time lying on their sides. With two exceptions the men accomplished the leap and reached the ground in safety. Geo. Ludford, in common with the other, prepared to jump from the train, but unfortunately just as he was about to make the spring, the car on which he stood gave a heave, causing him to partly lose his balance. He was therefore not able to take a "clean" jump, and the consequence was that he came heavily to the ground, breaking one of his legs above the ankle. The other man injured is a Pole, and as he is unable to speak English it is difficult to know how he feels. No bones are broken, and his injuries are very slight - a few bruises. The cars were considerably damaged, and it will cost considerable to make the repairs. Men were set to work at once to clear the track, in order that it might be ready for the passage up of the night train. The carcasses of the animals were terribly battered and cut up - indeed, one of them was almost buried in the earth. It is fortunate that so few of the men were injured, as for a time the cars waltzed around in an ominous and uncomfortable manner. Ludforth was brought home to Almonte on Monday forenoon on a stretcher. He will be able to be around again before long.

18/07/1884 *Ottawa Free Press**Chalk River**Carleton Place*

Mr. A.C. Burgess, the enterprising C.P.R. restauranter, formally opened his elegant new dining room at Carleton Place Junction last night; on which occasion he entertained a large party, composed of the leading residents of Carleton Place, and a number of people from Ottawa, at a banquet. The Guards orchestra was present and furnished the music. Dancing was indulged in until an early hour this morning.

25/07/1884 *Almonte Gazette**Chalk River**Carleton Place*

The new C.P.R. restaurant at C. Place, of which Mr. A.C. Burgess is proprietor was opened on Wednesday evening of this week with a grand assembly. The G.G.F.G. string band, Ottawa, furnished the music. A few from Almonte attended.

14/08/1884 *The Equity, Bryson**Chalk River**Pembroke*

The engine and cars for Mr. J.R. Booth's railway went through Pembroke on their way to their destination on 1st. Inst. They ran over the track of the C.P.R. as far as Callendar, where they were taken in charge by the crew of Mr. Booth's steamer "Nosbonsing" and conveyed across Lake Nosbonsing to the point where the railroad runs to the lake. The railroad in question is one just finished by Mr. J.R. Booth of Ottawa. It is about six miles in length, and is to be utilized in carrying the timber and saw logs which are made up the South River, across a small isthmus, as it were, into lake Nosbonsing. More

15/08/1884 *Renfrew Mercury**Chalk River**Renfrew*

The engine and ten flat cars for Mr. J.R. Booth's Nosbonsing railway went up last week. This railway is six miles in length, and will carry timber from South River to Lake Nosbonsing.

15/08/1884 *Renfrew Mercury**Chalk River**Castelford*

The Castelford railway station has been moved down the track a mile or so nearer Sand Point.

22/08/1884 *Almonte Gazette**Chalk River**Bissett's Creek*

TERRIBLE DEATH. - last week's Observer contains the following: An unfortunate occurrence took place on the morning of the 13th inst., on the C.P.R. track at Bissett's Creek, in which Mrs Josephine Langlois Latour, wife of Mr. Joseph Latour, of that place, lost her life. The circumstances of the case are reported to us as follows: it seems that Mrs. Latour, the deceased, with Mrs. Patterson and another female, asked the section men, as a favor, to give them a lift on the hand-car down the road, as the women were going down on business. The section foreman, Luke O'Connor, was at that time, in accordance with his orders, going over the section, having three men of his gang on the hand-car. On coming down a grade round a very sharp turn the men on the hand-car saw three telegraph poles ahead, a train coming on them. They had not a second of time to work on; they flung the women off, but Mrs. Latour was too late, and the engine and tender passed over her. She lived about five minutes, dying alongside the train, which was brought to the instant the hand car was seen. W.W. Dixon, MD., Coroner, and Captain Hollingsworth, High Constable, went up on first train, and held an inquest. Fourteen witnesses were subpoenaed and sworn, and the testimony throughout bought out the subsequent verdict of the jury, viz. : that no blame of negligence attached either to the section foreman or his men, or to the train hands, but that it was an unavoidable accident, and that the deceased came to her death by being run over by a train, whilst on a hand-car on which she was riding by the courtesy of the foreman of the said car, at her own request, and not otherwise. Mrs Latour was about 48 years of age, and the mother of a family.

22/08/1884 *Almonte Gazette**Chalk River**Pembroke*

BADLY BESPATTERED. - one day last week a hand-car loaded with a quantity of groceries, several pairs of boots and thirty dozen of eggs, and propelled as usual by two men, started up the C. P. Railway track for North Bay. The articles were intended to be delivered at points along the line. All went well until the car had gone a few miles on its way, but when it was about to turn a curve the man noticed that the mixed train was in close proximity to them, and rapidly approaching. Here was a dilemma. None of the goods had been delivered, and the train was upon them. The men wisely determined to save their own lives at any rate. They accordingly jumped from the car, and not a moment too soon, for instantly the engine ran into the car with a crash. The car was a total wreck, and - well, the eggs were wrecked also! And what a sight the engine and the surrounding territory presented! Thirty dozen of eggs squashed, and liberated, and sent flying through the air! When the engine reached North Bay it's bespattered appearance surprised the townspeople. - Observer

29/08/1884 *Almonte Gazette**Chalk River*

Four more cars passed through on Saturday for Mr. Booth's at Nosbonsing.

The C.P.R. it is rumored will remove their workshops from Chalk River to Pembroke again.

29/08/1884 *Almonte Gazette**Chalk River**Bissetts Creek*

Mrs.Jas.Latour, of Bissett's Creek, near Pembroke, was killed a short time ago by a hand car upon which she was riding was run down by a train. She leaves a large family.

05/09/1884 *Almonte Gazette**Chalk River**Carleton Place*

Three disabled locomotives were in the repair shops at Carleton Place last week.

19/09/1884 *Almonte Gazette*

Chalk River

ACCIDENT ON THE C.P.R. - a broken rail on the C.P.R. a few miles south of Carleton Place was the means of throwing a baggage car and three well-filled passenger coaches off the track early last Saturday morning. When the engineer, King, noticed the mishap, he put on the Westinghouse brakes, and the train was brought to a standstill before three car lengths had been traveled after the accident. The coaches were badly damaged. None of the passengers were injured.

26/09/1884 *Renfrew Mercury*

Chalk River

Renfrew

Account of derailment to engine of the wayfreight at Renfrew. Fireman killed.

26/09/1884 *Almonte Gazette*

Chalk River

Renfrew

ACCIDENT ON THE C.P.R. AT RENFREW. - on Saturday afternoon last the regular weight train for Chalk River, on the Canadian Pacific Railway, had to just got under headway, steaming out from Renfrew, when the engine left the rails. Driver Chevrier was thrown out of the cab window, and escaped with severe bruises. Fireman Wm. Eady, however, was less fortunate. He was at the time on top of the tender, and was thrown to the ground, the engine and seven cars passing over his body, crushing it almost to jelly. The tender hands of his fellow employees gathered up the remains which were mangled beyond recognition, placed them in an improvised casket, and forwarded them to the parents in Arnprior. The accident can only be accounted for on the supposition that a stone on the track caused the engine to leave the rails. At a meeting of the locomotive fireman brotherhood resolutions of condolence with the parents was passed and members ordered to wear a badge of mourning for thirty days. The damages are estimated at \$70,000

02/10/1884 *The Equity, Bryson*

Chalk River

Renfrew

Arnprior Chronicle. The freight train going north had just left Renfrew station - when a terrible accident occurred, resulting in the death of Wellington W. Edey, the fireman.-- Just about the Renfrew station there is a switch leading into the lumber yard of Mr. Martin Russell, and it was at this point that the accident occurred. The engineer states that on arriving at this switch the forward trucks of the locomotive took the side track, while the driving wheels kept the main line. This twisted the locomotive around sideways, when the tender broke loose from the engine, and with the rest of the train kept on down the main track until it reached a cattle guard about 20 yards further on, when something connected with the tender dropped down into the pit and impeded its progress, and the remainder of the train was derailed, several cars being piled up into a heap and smashed into splinters. The engine was thrown over on its side and badly wrecked. Mr. Cherrier, the engineer, stated that he was on the look out with his hand on the throttle and could see nothing wrong with the track ahead. More.

PRESS EXCURSION

From Almonte To The "End Of The Iron" on the CPR - An Exceedingly Pleasant Trip.

A special car having been placed at their disposal, and Friday, the 12th September, set apart as the day on which the members of the O.V.P.A. should start on their trip to the end of the CPR, the party from the south arrived by the 1:40 pm train, representatives from Perth and Smiths Falls being on board, and were joined by the Almonte contingent. At Arnprior, Renfrew, Cobden and Pembroke additions were made, and a glance around the car after leaving Pembroke showed the party to be composed as follows: J.M. Walker, Courier, and A.J. Matheson, Expositor, Perth, J. Sheargreen, S. Falls Independent, J.A. Macdonald, Chronicle, President of the association, and Mr Geo. E. Neilson, one of the pioneers of the press of Lanark County, Arnprior, Mr. A. Smallfield, Mercury, Renfrew, Dr. Channonhouse, Enterprise, Eganville, J. Cowan, Equity, Bryson, J. Miller and P. Naismith, Observer, and J. Millar, Standard, Pembroke, W.W. Pittard, Times, and Jas. McLeod, Gazette, Almonte, and ladies from Arnprior, Renfrew and Pembroke.

On boarding the train at Almonte we had the pleasure of forming the acquaintance of Mr. B.W. Coyne, superintendent of the division extending from Carleton Place to North Bay, who, with Mrs. Coyne, accompanied the excursionist as far as Mattawa, and by their general and pleasant intercourse added very much to the pleasure of the trip. According to the original program it was the intention of the party to camp out for a day or two in the vicinity of Sudbury, and a plentiful supply of provisions and other camping necessities provided by the President of the association, were taken on board at Arnprior, but as more suitable arrangements were suggested as the excursion advanced the camping part of the program was omitted.

As the space at our command is limited, we can but briefly glance at the places passed on the first part of our journey. Pakenham and Arnprior are sufficiently well known not to require anything more than a passing mention. Shortly after leaving the latter place the beautiful Chats Lake is seen, along the shore of which the road skirts until Braeside and Sand Point have been left behind, and we have entered upon a fifteen mile run through a rough and rocky country to Renfrew. Here Mr and Mrs Smallfield joined the party, and we were away again, over a stretch of the finest farming country scene during our entire trip, being principally reclaimed *brulé* and extending for miles away to the west. Judging from the appearance of the country around Cobden and for some miles before arriving there a grain elevator with a capacity of 30,000 bushels at that point seems out of place, but on inquiry it is learned that a very extensive grain trade is done by Cameron & Co of Beachburg, the supply being drawn from Bromley, Westmeath, Ross and Stafford township's, which are composed principally of first class farming land. So complete are the working arrangements of the elevator that a car can be loaded with grain in six minutes. Muskrat and Mud Lakes, small sheets of water, are passed, on the latter of which are situated the sawmills of McLaren & Shaw, and almost before we are aware of it the flourishing town of Pembroke is reached. The last additions to our party are here made, and, with everything comfortably arranged, we enter upon what was to the majority of the party an unknown land. For miles after leaving Pembroke the road runs through what are known as Pettawawa Plains, a vast expanse of level, sandy ground, worthless for farming purposes, but covered with immense tracts of blueberry bushes, the produce from which may yet prove a bonanza to some enterprising genius. At Pettawawa a new station and double section house a very neat designs were in the course of erection, the former to replace one burnt down a short time ago. On arriving at Chalk River, after a half hour's run from Pettawawa, the wants of the inner man were attended to at a restaurant nearby where everything seems to be done on the fly, even to flavoring the lactal fluid with it, which last was too much for the punster of the party, and caused him to remark "he was out on a fly." Chalk River, twenty-one miles from Pembroke, is the end of a running division of the road, and here a change of engines and train hands is made, and, as nearly an hour was so spent ample time was allowed to inspect the place. A section of a roundhouse with accommodation for twelve engines has been erected here, and extensive coal sheds capable of holding immense quantities of fuel. A large and comfortable boarding house, and a number of cottages for workman have also been built, and are occupied by employees of the road. A large amount of railway business is done here, and the network of sidings laid at times scarcely furnish sufficient track room for the proper handling of the freight trains which arrive, as many as from 125 to 150 cars frequently being in the yard at once. At 6:30 o'clock we again were underway, and Western, Bass Lake and Moor Lake were passed in quick succession, and Mackay's reached. Night having spread its pall over the earth, nothing more could be seen of the country and the return trip, which was made in daylight, only disclosed a continuation of the same rough and rocky land, as had been passed over, dotted here and there with small lakes, which found an outlet into the Ottawa River, along the south shore of which the road runs until Mattawa is reached. About forty miles above Chalk River we crossed over Bissett's Creek on trestle work over one hundred feet high. A great deal of trouble was experienced at this point in constructing the road, and now filling it in to make a solid embankment is proving a difficult task. Shortly after eleven o'clock Mattawa was announced, where the first night was to be spent, and, with Mr B.W. Coyne as cicerone, the party adjourned to Mr Bellefeuille's hotel, a short distance from the station. Here supper had been prepared, and the way the eatables disappeared would certainly have filled with dismay any less generous-hearted or courteous hostess than ours on this occasion proved to be. After a night of refreshing rest, the members of the party where early astir bent on seeing all that was to be seen. Mattawa is situated on the Mattawa River at its junction with the Ottawa, and nestles at the foot of the high in rocky Laurentian range of mountains, which to the north of the village reach an altitude of several hundred feet. A most striking peculiarity of the locality is the countless number of boulders of all sizes, from a pebble to enormous masses of stone many tons in weight, and so thickly is the ground strewn with them that a patch four feet square without a stone is scarcely to be found and a garden is a rarity. The village proper, which has a population of about 1,000, is situated half a mile from the station, a sidewalk being laid between and contains a number of stores, hotels and other business places, all of which seemed to do a thriving trade. The churches, cemeteries, and other points of interest were visited in the forenoon, and a tour made through the railway buildings. Here are located the offices of Mr. B.W. Coyne, and also train dispatchers and doctors offices, the latter being occupied by Dr. McMurchie, the company's physician, besides numerous other necessary apartments, all of which go to make up a first class railway station. In the afternoon boats were procured by Mr Maurice Farrell, to whom the party are indebted for numerous courtesies, and a trip made to Bronson's Creek about three miles up the Ottawa River. In the evening after supper and adjournment was made to the station and arrangements completed for the continuation of the journey, and at eleven o'clock we bade adieu to Mattawa, bearing away with us kindly recollections of our visit there.

(To be continued)

Press excursion

Arrival At Pagamasing, The End of the Journey - Home Again.

Shortly after passing High Falls Windy Lake is seen, a beautiful sheet of water of considerable extent, being about fourteen miles long and in some places attaining quite a width. A peculiarity of this lake, and from which it takes its name, is that though the air may be so calm that not a leaf is stirring on the trees the surface of the water is always ruffled as if by a wind. A few miles further on we pass Crab Lake, and thirty-six miles above Sudbury at

Archer,

where dinner is prepared, and during which time an inspection of our surroundings is made. Here is the dividing line between the eastern and western divisions of the CPR, and the company intend erecting a roundhouse, workshops, etc, and laying twelve tracks, and otherwise fitting this for one of the principal stations on the line. The location is an excellent one for the purpose, the ground being very level and of considerable extent, and though now composed of only a few tents and a telegraph office, the latter located in a boxcar, the probabilities are that before very long Archer will become a busy thriving little town. From Sudbury the grades are all ascending, the heaviest being about 65 feet to the mile, but here the height of land is reached, and we find ourselves 1325 feet above the level of the sea and 800 feet above Lake Huron. A quarter of a mile to the north of Archer is the first of a chain of small lakes extending for some distance into the Nipigon region, and finding an outlet into Lake Nipigon. These lakes are said to abound with fish, and a good supply of small game may also be found in the vicinity. No tank houses are yet erected west of Sudbury, and the locomotives are supplied with water drawn from lakes, rivers, springs, drains, or other accessible places by means of siphons. At Archer we saw one of these at work, and the engineer kindly explained the "innardness" of it to us. The siphon is an iron pipe of this shape J and when in use the longest end is placed in the water from which the supply is to be drawn, the other end being immediately over the hole in the tender for receiving the water. A rubber hose is then attached to the siphon a few feet from the lower end, and also to the boiler of the engine, and a jet of steam is allowed to push through it into and up the siphon. A vacuum is created in the pipe between the point at which the steam is admitted and where the pipe enters the water and the latter is drawn up by the suction, and then forced by the steam through the pipe. In this manner a continuous stream of 2½ or 3 inches can be kept up, filling the tender in from fifteen to twenty minutes. After an hour's delay we again proceeded on our way, and were soon gazing with delight on the beauties of Geneva Lake, a magnificent sheet of water thickly studded with islands and said to afford capital sport to lovers of the piscatorial art. The track crosses several little bays running inland from the lake, the last one of which has proved a troublesome sinkhole. It has been filled with immense logs and timbers to a depth of 30 or 35 feet, and is still sinking a little. The trouble is said to be caused by the vast amount of loose earthy matter which has for years been washing down the side of a high mountain which rises abruptly from the shore and depositing in the bottom of the lake. After crossing a number of trestles, one of which is about 100 feet high and 600 long, Bannerman Lake is passed, and we come to Straight Lake, which is vested with more than a passing interest. This lake lies in a valley entirely shut in by immense walls of stone, and the only apparent way to secure passage was by tunneling through these mountains. This would have proved a gigantic and expensive undertaking owing to the hard and flinty nature of the rock, and the engineers cast about for other means of accomplishing the task, and finally decided on the novel experiment of lowering the water in the lake. To do this a canal 12 feet deep, 400 yards long, and of sufficient width to carry off the largest quantity of surface water ever likely to accumulate, was dug from the lake to Ridout Valley, a deep ravine running in a northerly direction. Ten feet of water was drained off, and a capital roadbed has thus been secured. A short distance further on the gorge of the Spanish River is entered, and here the eye is greeted by one of the grandest sites it is possible to imagine, as with each revolution of the wheels of the ponderous engine behind which we glide along new scenes of beauty and grandeur are opened to view, until the gazer is lost in wonder and admiration as he feasts his eyes on the grand, magnificent enchanting panoramic views which follow each other in such rapid succession and he feels amply repaid for the long journey made to reach this spot. The scenery is of a wild and mountainous character, and on every hand can be seen the vast masses of rock rearing their timber-clad summits heavenward hundreds of feet, or their rugged sides sloping down into beautiful valleys. As we pass along our attention is directed to Elephant Rock, an abrupt projection of rock representing an elephant's head, and a short distance further on is Coloured Rock, a perpendicular wall of solid rock in various colours, and by some of the party to equal the famous palisades on the Hudson River. In a few minutes we sweep past Ridout Mountain and catch sight of Walker's Peak, and on the south side a view is had of Matheson's Perch, the two latter rising to a height of about 300 feet. Nearing Pagamasing are two mountains attaining an altitude of about 800 feet, and these the pressmen named Mount Hibbard and Abbott's Crest in honor of Mr. G.W. Hubbard, Passenger Agent on the CPR, and Mr. H. Abbott, Superintendent of Construction. A half mile more and we arrive at Pagamasing, "the end of the journey," and which is proved to be our case. Pagamasing is situated on the west fork of the Spanish River, and is within 30 miles of the "end of the iron." Just west of the village the road crosses the Spanish River, and over which an iron bridge is in course of erection, the buttress is being built of stone very closely resembling Scotch granite, and capable of receiving a very high polish. The stone is taken from a quarry a few hundred yards distant, where there seems to be an unlimited supply. In the evening Mr. Stevenson of Carleton Place, very kindly invited the party to the residents of his partner, Mr. Dan. Dunn, and a couple of hours were very pleasantly passed. In the morning a number of places of interest in the vicinity were visited, the principle one being Pagamasing Lake, a very pretty sheet of water about a mile back of Mount Coyne. About ten o'clock on Monday morning we boarded our car to start on the home trip, all in the best of spirits, notwithstanding that the pedestrian of the party barely escaped being scalped while taking a "cut across lots.". Over 6000 men are now employed on the line above Sudbury, and it is expected that the rails will be laid as far as Wakamagamsing, 230 miles West of Callander, this fall. The rails are now laid as far as Eureka, and the road is graded up to Bishkootasing -12 miles further on. There are 50 or 60 miles of muskeg west of Bishkootasing but the engineers do not expect much difficulty in overcoming it. As many of our readers are not conversant with the names of the stations along the road we subjoin a list of them, also give their distances from Callander:

Wahnapiatae 86½
 Sudbury 96½
 Vermillion River 116
 Onaping River 123
 Pagamasing 157
 Spanish River 165
 Eureka 178
 Bishkootasing 190
 Woman's River 220
 Wakamagamsing 230
 Nema River 255
 Lake Ant 270
 Lake Keb 275
 Lake Kaw 284
 Lake 297

Beyond the latter point the distances are as follows:-from Michipicoten to Pic River, 135 miles; Pic River to Nipigon, 130 miles; Nipigon to Port Arthur, 68 miles; Port Arthur to Winnipeg, 429 miles. The construction gang working east have laid the rails as far as Nipigon, and a good deal of work has been done in the grading and clearing up the wilderness between that point and Michipicoten. It is expected that the lying clear through to Winnipeg will be completed by next May, when a regular train service will be inaugurated. The whole line is being laid with steel rails, and as the roadbed is solidly constructed, and well ballasted with the best of gravel, riding is remarkably smooth. We arrived back at Sudbury at 5 o'clock on the afternoon of the 15th, and were entertained at tea by Mr. and Mrs J. Thompson. After tea an impromptu concert was held in Mr. Thompson's parlor which was highly enjoyed. Votes of thanks were then passed to Mr G.W. Hibbard, Harry Abbott, B.W. Coyne, Mr. and Mrs. Thompson, and others who had made our trip so pleasant, and the party adjourned to their car to begin their journey home. The trip throughout was a splendid one, and the opportunity afforded us of witnessing the construction of the grand national highway of our Dominion, and the richness of the country it will develop, is one which will never be forgotten.

20/10/1884 Kingston Daily British Whi Chalk River Cobden

News from the Vicinity Notes in the North

Cobden - There are about a hundred Italians working at ballasting on the C.P.R.

07/11/1884 Brockville Recorder Chalk River Chalk River

A young man named Kiltie, engaged on the CPR at Chalk River some 120 miles above Ottawa, has gone deranged and wandered off into the woods. It is feared he has perished.

07/11/1884 Almonte Gazette Chalk River Pakenham

LOST A FINGER. - Whilst coupling cars at Pakenham lasr Friday night, Mr. William Anderson, brakeman (of Bennies Corners), had the index finger of his right hand taken off at the first joint. An Arnprior physician laferwards amputated it between the first and second joints.. Mr. Anderson will be off work for a month or so as a result.

21/11/1884 Almonte Gazette Chalk River

The terminus of the Ontario Division of the C.P.R. has been changed from Smith's Falls to Carleton Place.

13/03/1885 Almonte Gazette Chalk River Pakenham

TRAIN ACCIDENT. - on Friday night last the train leaving here at 6:34 met with a mishap at Pakenham that might have been attended with very serious consequences. The train going north was at the station at Pakenham waiting to cross a freight from the north, which was approaching the depot, when a coupler broke on the down grade, and the engine, with part of the train attached, collided with the stationary train so violently that the tender was driven up on a flat car just as clean as though it had been lifted by machinery for transportation. The engine driver and foreman of the freight train jumped off before the collision took place. The train for the north was delayed until midnight.

03/04/1885 Almonte Gazette Chalk River Smiths Falls

EXCITING - when it was learned on Monday afternoon that a large contingent of Toronto volunteers would pass through here on the way to the north-west, great excitement was manifested throughout town. Quite a number of our citizens remained at the Junction for three or four hours in order that they might see them. Two special trains carried the volunteers. When leaving the station rousing cheers were given for the "boys in red and green".

03/04/1885 Almonte Gazette Chalk River Almonte

EXCITEMENT IN TOWN. - on Saturday afternoon last it became known in town that a train with "A" Battery on board bound for the seat of disturbance in the North-West, was expected to pass through on the C.P.R., and expectation was on the qui vive. Every engine whistle sent a thrill of excitement through the crowds that had gathered on the street. About half-past four o'clock several whistles were heard, a cry of "here comes the train!" was raised, and a stampede took place to the station, to be followed by a slow march back with looks of disgust when the discovery had been made that the train came from the north. Hour after hour slipped by, and still the crowd grew, but no reliable information of the arrival of the train could be obtained, and the time was improved by various devices, the band on arrival at the station contributing to the general satisfaction. A favorite means of creating a little excitement was to start the cry in the waiting room at the station - which was literally packed - of "the train!" and two or three make a move, when the rush would become general, the room would speedily become empty and the laugh at the expense of the deceived ones general. At length the whistle was heard, and the excitement increased. A very large crowd gathered on the platform, and a cheer greeted the occupants of the train as it drew up at the station. It was composed of a number of different kinds of cars, and appeared filled with a crowd who were evidently determined to be jolly. Scarcely had the train come to a stand when one of the volunteers stepped on to the platform and enquired "if there was a fellow named Riel here," and was informed by one of the crowd that "he would find him further up the line." Another of the volunteers was anxious to know "if there were any half-breeds here," to which query a young lady promptly responded "not one." The train only remained long enough to allow the conductor to register and get his clearance order, when the cry "All aboard" rang out, followed by a parting shot from the cars "if you can't get a board get a slab," and amidst the hearty cheers of the crowd and the strains of the band the train drew out of the station. The travellers heartily returning the cheers and one of the officers very courteously bowing his acknowledgments. The train arrived at Bishkootasing [sic] Sunday afternoon at five o'clock, and the gap on Monday morning.

07/04/1885 Almonte Gazette Chalk River Arnprior

In the case of McLaughlin Bros. vs. the C.P.R. Co., the for the killing on the track last summer of horses owned by the former, has been settled, consequently there will be no hearing of the case at Pembroke.

15/05/1885 Renfrew Mercury Chalk River Renfrew

The train conveying the Montreal Garrison Battery to Winnipeg passed through Renfrew without stopping shortly after midnight on Monday --

28/08/1885 Renfrew Mercury Chalk River Renfrew

A very long train loaded with timber passed down the C.P.R. Sunday afternoon. It stuck on the grade to the station, and had to back up and take a fresh start.

02/10/1885 Renfrew Mercury Chalk River

The passengers on the Monday afternoon train from Ottawa were treated to a slight sensation. Between Carleton Junction and Almonte the train slowed up and came to a standstill. Then it was seen that there was a disturbance in the forward first class car. The door was opened and a brief struggle took place on the platform, and was continued for a moment on the ground, and then a passenger, grappling with one of the train hands, was run up a fence and quickly forced down on his back. He made a desparate effort to get up, but was firmly held until the train was in motion, when he was left on the ground while the brakeman sprang on the train. The man put off was a French Canadian, who, under the influence of liquor, became disorderly, and smashed a window in the second-class car. He then went into a first-class car and attacked the brakeman, only to find out in double quick time the mistake he had made as to his superior "muscle", and a C.P.R. car being a safe place to show off in.

A gang of 52 men were at work in the neighbourhood of Carleton Place last week erecting a new telegraph line on the C.P.R. which is to go direct through to Winnipeg.

Notwithstanding the uncomfortable state of the weather on Monday night, and that the train was considerably more than an hour behind time, the platform of the Renfrew station was quite crowded with spectators, who assembled to see the first through passenger train for Winnipeg and the Rocky Mountains pass by. The train consisted of seven cars - dining car, sleeping, one first-class, one second-class, two emigrant sleeping cars and the express. The train was well filled with passengers. Among them were fifty emigrants, who had just arrived by the steamer Parisien.

AN INCH FROM DEATH. - on Saturday afternoon last Master Fred. Robertson, son of Mr Jas. Robertson, merchant, was close to the lever by which the semaphore is operated from the station platform, when the lever suddenly flew up and struck him on the forehead, close to the temple, knocking him down and stunning him. He remained senseless for nearly an hour. The physician in attendance said if the lever had struck him an inch from where it did it would in all probability have killed him. A few hours after the accident Fred was all right again.

THAT WHISTLE. - complaints are constantly being made of the annoyance caused by the whistling of the engine to many nervous and sick people. On Monday a train going north found the semaphore against it, and at once the engine gave tongue, and one long, loud, ear-splitting shriek was emitted, and continued until the semaphore was changed. To any sick person within hearing such a shriek is positive agony, and we hold that our Council should avail itself of its legal powers and protect our people against this intolerable nuisance.

A PAINFUL ACCIDENT. - on Friday evening last Mrs. Townend, wife of Mr J. Townend, photographer, of this town, arrived with her two children and some friends on the train from the south, and on endeavoring to leave the car Mrs. Townend, who was carrying her little girl about three years of age, went down between the platform and the train, one wheel of which passed over the child's leg and almost severed it. Numerous stories are afloat as to how it happened, but we believe the following will be found to be correct: Mr. John Gilmour, a brother of Mrs. Townend's, carried one child - a boy - from the train, and just as he reached the platform the train started, before Mrs. Townend could get off. Mr Gilmour threw the child he was carrying on to the platform and turned around to help his sister, but in spite of his efforts she went down between the front of the platform and the moving car, taking the child with her. Mrs. Townend escaped by being held by main force until the train had passed, when mother and child were held up, and it was found that the poor little girl's leg was hanging by the skin. The child was at once taken to Dr. Burn's surgery, but the Dr. being out of town, she was taken home and Drs. McFarlane and Lynch were soon in attendance and amputated the leg above the knee. Little Maggie bore up very bravely and was perfectly conscious until the chloroform was administered. She is doing as well as can be expected. Mrs. Townend received a slight injury to her back. The wonder is that both were not killed. The universal expression was one of astonishment that an accident had not happened before, as it does not appear to be the duty of any person to see the passengers of the train, and thus the parties getting off and those getting on get jammed up together on the steps, whilst a crowd of spectators prevent a comfortable and safe landing on the platform. We must do Mr. Martin the justice to state that he appears to do his very best, but he wants to be backed up by a force that at present is lacking. We hear that a suit will be entered against the company for damages.

* * *

A large crowd gathers at the station here every night and press forward to the cars as soon as they arrive, making it difficult for passengers to get on or off the train. Nine out of ten of the aforesaid crowd have no earthly business at the station - they simply go to see and be seen. By doing so they greatly increase the possibility of such accidents as occurred on Christmas evening. If they will only give this matter careful thought they will see the folly of their conduct, and in the future refrain from making themselves nuisances to the traveling public. On public holidays Mr Martin would require a posse of police to give a passageway clear for passengers. A little thoughtfulness, gentleman, (yes, and ladies too) may often be the means of avoiding serious trouble in this matter.

Three through special passenger and freight trains for Manitoba passed through here on Wednesday.

Rumor says that the C.P.R. Co. will shortly enlarge the station house at C. Place junction

C.P.P. CONSTABLE.- Mr. Matthew Curry has been engaged as constable by the C.P.R. Co. and is in attendance at the station every evening to keep the crowd in check. Mr. C. is a good man for the position.

A LONG TRAIN. - a train of 54 cars drawn by two locomotives, passed north on the C.P.R. on Sunday morning last. The cars were mostly empty flats, there being only some four or five box cars attached to the train. The C.P.R. Company are evidently doing a rushing business.

OVER A BRIDGE

A C.P.R. Freight Plunges from a Bridge- a Conductor Killed.

By Telegraph to the Citizen.

Pembroke, 7th.- a Canadian Pacific Railway freight train coming east went through the iron bridge at Petawawa, ten miles west of here, at 11:30 a.m. conductor Williams was instantly killed and a number of others dangerously injured. It appears one of the flat cars near the train was loaded with a steam shovel, which was being transferred to the Smith's Falls division, and when the train was passing over the bridge some part of the shovel caught in the framework of the bridge and caused the hind end of the train to leave the track and pitch over into the river, some forty feet below. The engine and tender came safely over, and was at once dispatched to Pembroke with all the wounded who could be found, and afterwards returned with two doctors from here.

The explanation of so many persons being on this freight train is said to be that the men were being transferred to Smith's Falls with the steam shovel.

Our Pembroke correspondent writes: "On hearing the sad news of the accident which occurred this forenoon at Pettewawa [sic] a station ten miles west of Pembroke, I drove to the scene of the disaster (through the kindness of the editor of the Standard). Arriving at the end of a ten mile drive we found the scene of the accident as complete a piece of train wrecking as it is possible to imagine. The whole of the longest span of the new three-span bridge crossing the Pettewawa river had collapsed, and all its iron work, trestling etc. lay in a mangled heterogeneous mass in the water of the rapids flowing underneath the bridge, the same having been mixed up with the remains of the steam shovel and derrick, and also of a couple more flat cars; against the solid stone pier on the westerly end of the demolished arch or space stood the "conductor's van" on end, one end of the van in the rapids, the other leaning against the stone pier just as it rushed over. The bed of the rapids was totally blocked with wreck, at the eastern pier of this demolished arch, with one end also in the waters, and the other reared up against the stone pier, stood, also on her end, boxcar No. 1762, whilst over the edge of this eastern pier hung boxcar No. 2918, literally hanging over the impromptu precipice, as it were, half way coupled to car 312, which had escaped and there was standing on the sound span. I would at a cursory glance estimate the length of the gap caused by the accident to the bridge, at say about 120 feet. The bridge was a solid looking structure of iron in three spans and fitted into solid stone piers. The masonry did not show the least sign of the shock it received. Interviewing the who found poor Williams' corpse, I learned his hat was on his head, one hand in his pants pocket, and a leather mit on his right hand, and it was evident he was about "braking" as he was instantly hurried to his cruel end. John Holyoakes was the driver on the train, John Eldred, fireman, both escaped injury, Stewart Gthompson, in charge of the steam shovel, was badly bruised and cut. A young frenchman from Ottawa, name, unknown, had his left arm badly smashed. Dr. Dickson amputated it at the shoulder this evening. Three tramps said to be stealing a ride were badly injured. Mr. C.W. Spencer and Mr. Harry Spencer arrived with a special about 5 p.m. and investigated and commenced with a gang of men to start clearing the wreck being engaged with two engines. After the inquest, Williams' body will be taken to the station by Lodge 128, A.F.& A.M., of which he was a member.

There is an account of the inquest in Journal 10 June 1886.

The evidence showed that the derrick of the steam shovel caused the accident by catching the bridge overhead --

Verdict "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa Bridge on Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders.

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The Petewawa Accident

The Inquest on the Body of the Killed Conductor

Pembroke June 9 - The inquest on the body of Frank Williams, the conductor killed by the Petewawa accident, was held at the town hall yesterday by Dr. Dickson, coroner. There was a large attendance to hear the evidence, Mr. C.W. Spencer, Assistant General Superintendent, being present to look after the interests of the Railway Company. Mr. H.H. Loucks, County Crown Attorney, conducted the examination of the witnesses. Stewart Thompson, the foreman in charge of the steam shovel, was the first witness. He was brought from the hospital in order to give his evidence, and was suffering much pain from his injuries.

John Holyokes, engine driver and John Eldred, fireman of the engine were also called to the stand. The evidence showed that the derrick of the shovel caused the accident by catching the bridge overhead, the witnesses stating that the train was running at the rate of 5 miles an hour. Samuel Turner, the brakeman who escaped uninjured testified that he signalled the driver to slow up as he passed under the bridge and then looked back to see if the derrick would clear or strike the bridge. The evidence of the other witnesses went to show that two other bridges similar to the Petewawa bridge had been passed under in safety, the derrick clearing them both.

Henry Wood, bridge inspector of the Eastern Division, was examined. He stated that the wrecked span was 141 feet 9 inches in length, the height of the arch being 18 feet. The other bridges passed over were 20 feet and 21 feet in the height of the arches. He had nothing to do with laying out the height of these bridges that was done by the engineers. The height of the arches was in all cases regulated by the length of the span. The bridge in question was overhauled and put in first class condition in November last. He knew of no fault in the bridge which would render it unsafe. There was no law compelling bridges to be of a certain height. It would take great force to break this bridge. He had tested the bridge in course of its manufacture and found it very satisfactory. It was the gross weight of the train that did the damage. It was an ordinary truss bridge. Had not heard of the bridge being unsafe,

There was no evidence adduced as to the height of the derrick further than that Stewart Thompson said he thought it would be about seven feet higher than an ordinary box-car. The coroner reviewed the evidence for the jury, explaining it in the most lucid manner.

The inquest adjourned at 12.30 noon and re-opened at 2 p.m. An order was read which showed that the conductor was ordered to place a man in charge of the steam shovel whilst it was upon his train. It did not seem that he did this from the evidence further than to caution his brakeman to look out for tank pipes.

The jury after consideration found the following verdict:- "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Petewawa Bridge on the Canadian Pacific railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders."

The brethren of Lodge 128 A.F. & A.M. escorted the body to the railway depot and placed it on the train, the lamented conductor being of the Masonic Fraternity. Several of the brethren went down to Ottawa from Pembroke in special charge of the corpse.

The man whose arm was amputated was seen by your correspondent in bed at the hospital this morning. The poor fellow was bearing his suffering like a man, and was doing well. He was smoking a pipe as he reclined in his bed. Stewart Thompson is also doing well, being merely badly bruised.

TERRIBLE ACCIDENT ON THE C.P. RAILWAY

A Freight Train Jumps a Bridge above Pembroke and Tumbles Forty Feet - Conductor Williams Killed and Several Injured.

Pembroke, June 7th.- a C.P.R. freight train coming east went through the Iron Bridge at Pettewawa, ten miles west of here at 11:30 this a.m. Conductor Frank Williams was instantly killed, and a number of others dangerously injured. It appears one of the flat cars of the train was loaded with a steam shovel, which was being transferred to the Smith's Falls division, and when the train was passing over the bridge some part of the shovel caught in the framework of the bridge, and caused the hind end of the train to leave the track and pitch over into the river, some forty feet below. The engine and tender came safely over, and it was at once dispatched to Pembroke with all the wounded who could be found, and afterwards returned with doctors from here. The explanation of so many persons being on this freight train is that the men were being transferred to Smith's Falls to work with the shovel.

FURTHER PARTICULARS.

It appears that the regular freight left Chalk River at 10:30, en route for Ottawa. When crossing the Pettewawa bridge, which is situated about twelve miles from Pembroke, the projecting end of a steam shovel caught in the ironwork, upsetting the rear cars, and hurling them into the river below. Conductor Williams, who occupied the caboose was instantly killed, while the train hands were more or less injured, one or two of them, it is expected, fatally. A scene of terrible confusion followed the crash. The greater portion of the train, which consisted of about twenty cars, got over the bridge in safety, and was brought to a sudden stand-still. The engineer and fireman were uninjured, and hastened back along the track.

Considerable difficulty was experienced in rescuing the injured train hands from the half submerged and splintered cars, which were piled up in an indistinguishable heap. The injured men, together with the conductor were conveyed to Pembroke. Half an hour after the accident occurred Mr. C. W. Spencer, Assistant General Superintendent and Mr. H. B. Spencer, Assistant Superintendent, left the Union Depot on a wrecking train, bound for the scene of the accident, at the rate of 50 miles an hour.

The bridge was badly damaged, and it is thought that considerable work will have to be performed before the direct service is resumed.

Conductor Frank E. Williams, who met his death, is well known in Ottawa. He resided on Sherwood street, and leaves a wife and an infant only three weeks old. He left the city on Saturday evening on the up train. The deceased was a great favorite in railway circles, and has been connected with the Canadian Pacific Railway during the past 5 or 6 years.

The Pembroke Standard says: Stewart Thompson was standing on the platform at the rear of the van when it tumbled into the river. He escaped with a few bruises about the body and face. These were the only casualties that happened to legitimate employees of the company. The remaining three who were injured were tramps who had got on board somewhere further up. The three tramps were perched away on the empty flat car, and were stealing a ride to Ottawa. We were unable to obtain their names, but learned the nature of their injuries. The first extricated from the debris was an old man who was so severely injured internally that he could not speak. The second was a younger man, who received a severe scalp wound and a few slight bruises about the body. The third was a Frenchman who could not speak a word of English. He was found enangled in the ruins with

HIS ARM ACTUALLY PULLED OFF

halfway between the elbow-joint and the shoulder. The bone was entirely broken off at the elbow, and the remaining stub of the bone was broken into long sharp-pointed splinters, which were driven into the flesh, some of them even penetrating to the shoulder. He was brought to Pembroke and placed in the hospital, where his arm was amputated close to the shoulder a short time after. He was particularly courageous, and did not even murmur when being removed from the wreck. One of the brakemen who escaped was badly frightened, and from what we saw of him is not likely to recover from the nervous shock for some days. He was very reticent about answering some of the questions asked him by several parties as to what he knew about the accident. Finally he said: "I ought to know something about it, and where they were (meaning the unfortunate victims). I only escaped a similar fate myself by two car lengths." He then added, others were to "look out for the water tanks," but stated that they were not instructed to guard against striking bridge girders.

Another of the train hands stated that the shovel and derrick had gone up some time ago, and passed under the same bridge. He also said that on the way down it had passed under several bridges and seemed to have plenty of room. Although the employees were inclined to keep silent in the matter as to whether any particular individual was in any degree responsible for the accident, it was evident from the particulars obtained that no blame can be attached to any one. The mishap seems to have been

PURELY ACCIDENTAL

and was unexpected to all in connection with the train. Three wrecking trains were immediately sent to the scene of the trouble, two coming from Ottawa accompanied by Mr C. W. Spencer, Mr Harry Spencer and a number of master workmen, who set about removing the debris at once. Orders were sent back to Pembroke for timber and we were told by Mr. Spencer that a temporary wooden trestle bridge would be erected in the meantime, and in fact would be in a position for trains to cross within 48 hours. Arrangements were made for the transfer of passengers from one side of the river to the other, so that passenger travel will not be seriously delayed. Notwithstanding the severe shock on the whole of this large structure, the stonework remained intact.

LATER

Before going to press we learned that the body of Conductor Williams was taken charge off by the Freemasons of Pembroke, the deceased being a member of that order, Stewart Thompson will be around in a few days. The old man is not likely to recover, but it is thought his companions will survive the severe shock.

18/06/1886 *Almonte Gazette**Chalk River**Almonte*

The C.P.R. Co., have put up notice at each end of their bridge here forbidding pedestrians to cross, and have appointed a watchman to see that the order is obeyed, in the person of Mr. Christmas Rivett. It is said that parties caught crossing hereafter will be prosecuted.

18/06/1886 *Almonte Gazette**Chalk River**Petawawa*

ANOTHER VICTIM. - one of the three tramps who stole a ride on the freight train which went through the Pettewawa Bridge and were injured, died from the effects of his injuries, and was buried at Pembroke on Saturday. Another had his left arm taken off above the elbow.

THE PETTEWAWA ACCIDENT - after hearing the evidence of the different witnesses at the inquest on the body of the unfortunate conductor who was killed by the accident at Pettewawa bridge last week, the jury brought in the following verdict: " that the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa bridge, on the Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take necessary precautions in approaching the bridge in time, as required by his running orders."

NARROW ESCAPE. - if there is a law limiting trains running through towns to six miles an hour, as we understand there is, the proper authorities should see that it is enforced, otherwise serious results will one of these days be chronicled. On Friday last a train went whizzing through this town at a rate of certainly not less than twenty miles an hour, and on several occasions since nearly an equal rate was attained. Sunday evening a train going north at a pretty fast rate came near demolishing a double buggy occupied by members of the family of Mr Gilbert Forgie, Ramsay, the locomotive just grazing the hind part of the vehicle on the crossing near the Almonte house. The horses became frantic and were with difficulty prevented from running away it was certainly a very narrow escape.

13/08/1886 *Almonte Gazette* *Chalk River* *Almonte*

A LIVELY TRAIN. - A thirteen-car train, containing tea direct from Yokohama, passed through here at lightning speed last Friday evening. The train made the run from Donald, B.C., a distance of 1,022 miles, at an average speed of thirty miles an hour.

20/08/1886 *Almonte Gazette* *Chalk River* *Almonte*

NARROW ESCAPE - on Thursday forenoon this week a couple of boys, Percy Jamieson and a son of Mr. Ralph Hill, jumped on to the van of a freight train which had stopped at the tank for water, to have a ride over the bridge. Contrary to their expectations the train did not stop at the station, and they had to jump from the van while it was going at a pretty high speed. Percy Jamieson landed right side up, but young Hill was not so fortunate, as he was thrown violently to the ground and received, besides a severe shaking up, a few abrasions on the head, but not of a serious nature. His escape from death was a very narrow one, and the only wonder is that we were not called upon to chronicle a much more serious result.

22/10/1886 *Ottawa Journal* *Chalk River* *Renfrew*

A NARROW ESCAPE. - a method of concealing liquor has been brought into operation on the line of the C.P.R. in Scott Act counties. It seems that illicit dealers, particularly in Renfrew, have taken to obtaining their supplies from Ottawa in oil cans. On Tuesday night the man in charge of the cans treated his friends, and on arriving at Renfrew was unable to carry himself, much less the cans. In getting off the car he fell between the platform as the train was slowly backing, and would have been killed but that he was immediately seized and pulled out by by-standers. It was a narrow escape.

Repeated verbatim in the Almonte Gazette 29 October 1886.

05/11/1886 *Almonte Gazette* *Chalk River* *Chalk River*

The proprietor of the railway restaurant at Chalk River, Mr. E. Gorby, was victimized by some nocturnal visitor to the amount of \$115, which was taken from the pocket of his pants.

26/11/1886 *Renfrew Mercury* *Chalk River*

The Canadian Pacific Railway are at present preparing for the rapid substitution of an iron bridge for the present wooden structure known as the "second bridge" over the Bonnechere. A large quantity of stone has been brought in for the foundation, all cut and numbered ready for a quick splicing together.

12/02/1887 *Ottawa Journal* *Chalk River* *Pettawawa*

The Railway company will, it is said, begin operations on a new bridge across the Pettewawa River, early in February. It is to be an iron structure, and will be built to replace the old iron bridge which was destroyed some time ago, since which time trains have crossed the river on a temporary wooden bridge.

18/02/1887 *Almonte Gazette* *Chalk River*

Tuesday of last week with its sleet and rain falling was a bad day for the railroaders. Four engines were off the track - one in the Renfrew station-yard, another at Sand Point and another at Haley's station. A K. & P. train also ran off

25/02/1887 *Almonte Gazette* *Chalk River*

The C.P.R. Co. will erect a new iron bridge over the Pettewawa river.

04/03/1887 *Almonte Gazette* *Chalk River* *Almonte*

A SMASH

On Monday afternoon a snow plough passed through here at a high rate of speed, sending the snow flying in all directions. As it was passing the station the snow was thrown with such force against the window that the glass was broken and the desk and floor covered with snow and broken glass, and pens, ink and paper were buried in the avalanche. Mr. J. Carnochan and Mr. F. Nunn, the operator, had a narrow escape, the latter being literally covered from head to foot with "the beautiful." The telegraph instruments were so disarranged that it was some time before they could be got into working order again.

10/03/1887 *Ottawa Journal* *Chalk River* *Carleton Place*

It is understood here that the C.P.R. management have decided that the shops shall remain at Carleton Place. The dining room will also remain here but another will be established at Sharbot Lake but not Smiths Falls. There will, moreover, be very little diminution, if any, in the number of quality of trains passing through here. The new line will be almost exclusively a passenger line, and that freights will be kept out of the way as much as possible by being despatched through Carleton Place. There will be a splendid round house at Smiths Falls.

A REGULAR PITCH-IN

Two C.P.R. Freight Trains Collide Near Smiths Falls.

The Line Blocked, a Bad Wreck, and an Engineer Reported Injured.

Special to the Journal

Carleton Place, March 26. A collision occurred between two freight trains near Franktown this morning, by which one man was badly hurt and the Brockville and Ottawa branch of the C. P. R. completely blocked. The particulars as learned here are to the effect that a freight train, engineer Muldoon, left Carleton Place to cross another freight at Smith's Falls. Just after Muldoon's train left Franktown, however, and was near Welsh's the other train bore in sight and a terrific collision ensued. Both locomotives and sixteen cars got off the track and some were badly wrecked. All the freight cars were heavily laden, several containing cattle. Engineer Muldoon was badly, but not, it is believed, fatally hurt.

What a Traveller Says.

A passenger on the Toronto train, who arrived in the city this afternoon, says : "We passed Smith's Falls station without any warning this morning about daylight, and when about two miles and a half east of the station our engine driver saw the light of the burning cars about half a mile ahead. He immediately shut off the steam and stopped the train. In company with several others I started to walk down the line to the scene of the accident. Here a terrible wreck met our view. The two freight trains, one with twelve and the other with ten cars, lay one in tremendous heap of ruins. The freight including grain, and other small stuff lay scattered about two and three feet deep, the bags having burst. The two engine were locked in one another's grasp and the tenders were heaped on top of them. Many of the cars were telescoped and several were thrown from the line and burned. The wreck was certainly one of the worst and most extensive that has occurred on the line of the C.P.R. this season. The engineer on the train going west said that he saw the

OTHER FREIGHT TRAIN COMING

along at about twenty-five miles an hour, and immediately put on the brakes also blowing the whistle, but the east-bound train came on with unabated velocity giving him only time to jump for his life. The two engines came together with tremendous force, and both trains were heaped upon one another in the space of a second. The flying freight smashed the telegraph wires, thus preventing communication being received at Ottawa from Smith's Falls. None of the train hands, so far as I know, on either train, were injured, but some had hair breadth escapes. About 9 o'clock Assistant Superintendent Spencer arrived on the scene with a wrecking train and about forty men, who proceeded at once to clear the track of the immense pile of debris. Then the passengers on the Toronto train were taken across the place where the wrecked train lay and were then brought to Ottawa on another train. The wrecking hands cannot possibly clear the line before to-morrow at noon. It was impossible to find out who was responsible for the accident, but it is understood that a rigorous investigation has been ordered.

30/03/1887

Ottawa Citizen

Chalk River

Franktown

The CPR accident.

The matter shifted by the assistant superintendent.

A citizen reporter yesterday interviewed Mr. H. B. Spencer, of the Canadian Pacific Railway, in reference to the alleged Smash-up which has been reported in the newspapers, took place near Smiths falls, on Saturday the 26th instant.

Reporter - "Is the report as stated in the newspapers correct?"

Superintendent - "I regard the report as an attack upon the CPR calculated to harm the company. That a collision had occurred and damage done was a fact, but the balance was exaggerated."

He said he had personally visited the place where the collision occurred, and after a most vigorous investigation he had obtained the following facts - on Saturday morning a collision between two freight trains about four miles north of Smith Falls Junction occurred, which resulted in several empty boxcars and loaded cars being damaged; all freight however, being saved. The engines were to some extent broken up, but can be repaired and put in service again in the course of a few days. On the report of the accident having taken place a box car and a large force of men went to the rescue to clear the wreck, and transfer the passengers from the cars of the Toronto Express, which had been delayed by the accident to others which had been brought down to save delay. The work of clearing the track proceeded with in the quickest possible space of time, the line being cleared by. The same afternoon.

"Who is to blame for the accident?"

Superintendent - the cause of the accident is due to carelessness on the part of the conductor of the westbound freight train, who had orders to cross freight special at Frankton [sic]. However, instead of carrying out his orders he passed his crossing place, and collided with the freight special, which he should have crossed at Frankton [sic], four miles north of Smith's Falls. The conductor was promptly arrested and placed in gaol at Smith's Falls, and when brought up for trial will be prosecuted by the company.

Reporter - "Anybody injured by the collision?"

Superintendent - "No; the statement that engineer Muldoon was badly hurt is altogether incorrect. No loss of life or any injury to limb, fortunately, occurred"

30/03/1887

Ottawa Citizen

Chalk River

Franktown

Interview with Mr. H.B. Spencer. "On Saturday morning a collision between two freight trains, about four miles north of Smiths Falls Junction occurred, which resulted in several empty boxcars and loaded cars being damaged, all freight however being saved. The engines were to some extent broken up, but can be repaired and put into service in the course of a few days. On the report of the accident having taken place a box car and a large gang of men went west to the rescue to clear up the wreck, and transfer the passengers from the cars of the Toronto express which had been delayed by the accident to others which had been brought down to save delay. The line was clear by four o'clock the same afternoon.

"The cause of the accident is due to the carelessness of the conductor of the westbound freight who had orders to cross freight special at Frankton [sic]. However, instead of carrying out his orders, he passed his crossing place and collided with the freight special which he should have crossed at Frankton, four miles north of Smiths Falls. The conductor was promptly arrested and placed in gaol at Smiths Falls, and when brought up for trial will be prosecuted by the company."

No injury or loss of life.

Note disparity of mileage.

31/03/1887

Ottawa Journal

Chalk River

Franktown

The conductor of the westbound freight train on the CPR, who caused the big smash-up near Smith's Falls, on Saturday through disobeying orders, and who was arrested and placed in jail at Smith's Falls after the collision, came up for trial yesterday and was discharged, there being no persons present to prosecute.

01/04/1887

Almonte Gazette

Chalk River

Pembroke

NARROW ESCAPE while getting on the van of a freight at Pembroke one day last week Mr. W. Pinkerton, formerly of Almonte, got his foot caught in the steps in some way and he was dragged for some distance with his head on the track. Fortunately for him the jolting of the car loosened his foot and let him to the ground just before the railway bridge was reached; otherwise this would probably have been an obituary notice.

SERIOUS ACCIDENT

Monday evening last while a freight was shunting at the C.P.R. station here some small boys amused themselves by jumping on the cars, riding for a short distance, and then jumping off again. One little fellow - Master Willie Kelly, son of Mr. John Kelly, of the Commercial House- came very near paying his life for indulging in the dangerous practice. Jumping from a moving stock car, he fell on the sloping snow in front of Mr. Robertson's granary, and rolled down against the truck of the car. He was badly crushed in various parts of the body by the "truck boxes," being dragged along by them a short distance, and when loosed from them he rolled on to the track, between the two trucks of the moving car, where he lay powerless to help himself. The spectators of the affair were horror-stricken, as they were sure his body would be severed - and so it would, too, had not a boy named Thos. O'Connor (in Mr Robertson's employ) had presence of mind enough to rush forward and snatch Willie from the track just as the ponderous wheels touched him. Another second and we would have had a much sadder item to report. For a couple of days a fatal result was feared, but we are glad to learn that today the little fellow is progressing very favorably. Mr. Kelly gave the boy O'Connor a handsome reward for his manly action.

09/04/1887 *Ottawa Journal**Chalk River*

The C.P.R. station at Smiths Falls will be a substantial one and the dining room will likely be there.

The new railway bridge at Pettewawa is almost completed. It is two hundred and sixty-four feet long, consists of four spans and weighs about 115,000 lbs. It was manufactured by the Union Bridge Company of Buffalo.

Renfrew - The wooden bridge over the Bonnechere river near here on the C.P.R. will be replaced shortly (probably on Sunday) by an iron structure, the material for which is now on the ground.

14/04/1887 *Ottawa Journal**Chalk River**Pakenham slip*

The Landslide at Pakenham.

(Special to the Journal.)

PAKENHAM, April 14th - General Superintendent C. W. Spencer and other officials of the C.P.R., inspected the break in the line near here yesterday. It was decided to take up fresh ground for the track further from the river, as a large piece more of the bank gave way during the night. Mr. Spencer estimates the cost of repairing the damage at \$14,000 apart from damage done to rolling stock. The work of taking up the box car was commenced yesterday. A large gang of men will continue work both night and day until the line is in complete running order again.

15/04/1887 *Almonte Gazette**Chalk River**Almonte*

On Thursday last 42 carloads of tea, direct from China, passed through here over the C.P.R. to Montreal.

A SERIOUS LANDSLIP

On the C. P. R. Near Pakenham - Half-a-dozen Cars Precipitated Down a Steep Embankment - Providential Escape From Terrible Loss of Life.

The C. P. R. Co. have struck a lot of hard luck of late, and there seems to be no let-up to it. What with accidents by snow-slides, run-offs, collisions, &c., and the severe snow-storms of the past winter, they have been experiencing quite a serious time of it. The latest we have to report is one entailing serious financial loss by destruction of rolling stock and impeded traffic, but providentially no loss of life. We refer to the

BIG LANDSLIDE

which took place on the C. P. R. track opposite the residence of Mr. Thomas McCann, a mile this side of Pakenham, early on Tuesday morning last. This spot has been regarded with suspicion for years past by residents of the neighbourhood. The express for Winnipeg that morning was somewhat late, and when passing over the scene of the slide the passengers got a good shaking up, showing that the earth had at that time been wearing away from the track a little. An examination of the wheels of the express was made at Pakenham, and everything was found right. A freight train composed of empty box-cars followed the express three-quarters-of-an-hour afterward, the engine running backward at the head. Just as the engine cleared the fatal spot the tender

RAN OFF INTO A DITCH

at the right side of the track, stopping the train suddenly. The tender was badly smashed, as was also the cab of the engine, the engineer and fireman having a narrow escape with their lives. The fireman received a slight injury on the forehead. The train stood for but a short time when the earth (probably owing to the action of the frost and the water) began to slide away from beneath the track, and all at once one of the centre cars broke from the others and slid with the earth

AWAY DOWN THE HIGH BANK

to the river - a distance of between 60 and 75 yards. Two cars and the van were still left on the track at the rear end of the train, and the men lost no time in making themselves scarce therefrom. It was well they did, too, for after some time another large section commenced to slip, and all three cars were precipitated to the great chasm below. The third car from the engine turned a half-somersault, and remains, minus wheels, &c., bottom side up halfway down the steep declivity; while the second remains suspended over the brow of the hill in an extremely dangerous position. The whole presented

A TERRIBLE SIGHT

One that pen cannot properly describe. Nearly 100 yards of the track and earth were carried away. The Mississippi at that point will be narrowed by about 20 yards as a result of the accident. The ice was heaved up along the shore as if there had been a tremendous ice-shove, while for acres both up and down the river it was broken into large cakes. The railway fence and a telegraph pole which were alongside the track remained for some time in about the same position on the shore of the river as they had occupied up above, which will serve to show what a large portion of the earth must have become detached from its original position. The momentum obtained by the moving earth may be judged from the site that large clods were

FORCED CLEAN ACROSS THE ICE

on the river and remain 30 or 40 yards from the opposite shore. Fortunately the box cars were all empty, being on the way to McLachlin Bros'. yards at Arnprior to be filled with lumber; otherwise the loss to the company would be very much heavier. Every car was smashed more or less, while the engine was badly damaged. It will be a big job to haul up the cars that are now lying around promiscuously on the ground and in the river.

THE CAUSE OF THE SLIDE

is laid by most people who have visited the scene of the action to the water and the frost. The water probably insinuated itself into minute cracks, which were widened and deepened by freezing during the winter. The fissures thus created, under the influence of the late warm weather, may have produced the landslide. All of the bed or strata supporting the superincumbent mass may have absorbed water enough to render it slippery, causing the slid [sic], in that way.

NO TIME WAS LOST

in getting a gang of men to work to clear away the wreck and build anew the portion of the track that was taken away. Mr. H. B. Spencer, assistant superintendent, was early on the scene, with a large staff, to look after the interests of the company. The passengers and baggage on the express from Winnipeg were transhipped about nine o'clock, a special train being sent down for the purpose, so that comparatively little delay was experienced by travelers. It will take two or three days to get the track in shape again. In the meantime freight is accumulating at the stations in this neighbourhood.

STILL SLIDING

Since the above was written some ten or fifteen feet of earth where the new track was being laid has disappeared, necessitating a considerable increase of work and more of a circuit in order to get a safe bed for the rails. A very large staff of men has been put on, and the work is being pushed ahead as rapidly as the circumstances will permit.

22/04/1887 *Almonte Gazette**Chalk River**Pakenham slip***The Pakenham Landslide**

has been visited by thousands of people during the past ten days. Mr Spencer estimates the loss to the company by means of it at about \$15,000. The route through Mr. McCann's field was ready for the first train last Saturday afternoon. The rails were laid on the ground, making it a pretty rough piece of road, with quite a hill to climb at the end next Pakenham. It required two engines and a pretty full head of steam to accomplish the trip. Freight has been accumulating very rapidly, and on Sunday train after train was rushed through in order to catch up. The cars that went down with the slide will be fished up and repaired.

22/04/1887 *Renfrew Mercury**Chalk River**Pakenham slip*

Mr. Spencer, general superintendent, estimated that the cost of repairing the damage to the C.P.R. line by the land slip at Pakenham, will be about \$14,000, apart from the injury done to the rolling stock. After building a line along the brow of the hill which was left, a portion of that also slid down, and then the Company concluded that it was useless to look for a safe line in that vicinity, and purchasing the right of way through some fields, they changed the course of the line materially. By the beginning of this week the trains were running pretty nearly on time again.

23/04/1887 *Ottawa Journal**Chalk River**Pakenham slip*

The landslide on the C.P.R. at Pakenham has given the company some trouble and they have been obliged to purchase the right of way through some fields and make a detour with the line.

29/04/1887 *Almonte Gazette**Chalk River**Pakenham slip***Another Slide.**

On Friday night last about twenty feet more of the earth at the scene of the accident near Pakenham slid away, taking with it the portion that had been partially prepared for the rails. This proves that it was a wise move to make the circuit through the fields. The officials of the road have not yet decided whether they will make the route now in use permanent or build trestle-work and use the old route. In either case it will be quite a big job.

29/04/1887 *Renfrew Mercury**Chalk River**Bonnechere bridge*

Three more trestles were knocked out of the Bonnechere railway bridge on Friday : and trains were not allowed to cross for about twenty-four hours; passengers having to go over the bridge on foot. It was apparently shaky enough when the trains were allowed to cross again on Saturday.

29/04/1887 Renfrew Mercury Chalk River Pakenham slip

When Mr. Spencer asked the man who, with his team, was portaging trunks, express &c. around by the fields at the Pakenham landslide, how much he intended to charge, he looked up with face of high anticipation on deck and made reply: "One dollar an hour." Mr. Spencer was thunderstruck and went like a rocket to Pakenham where he made a contract on proper terms for three strapping teams. Central Canadian.

20/05/1887 Renfrew Mercury Chalk River Bonnechere bridge

Workmen around the Bonnechere bridge say it is not likely that the iron bridge will be put together until after the season's drive of logs has gone down.

20/05/1887 Almonte Gazette Chalk River Almonte

A freight train ran off the track at the southern switch in the C.P.R. yard here on Wednesday evening, the brakeman having left the switch open. A gang of men were promptly put to work, and the track was clear again in a few hours.

20/05/1887 Almonte Gazette Chalk River Pakenham

On Friday last the noon train from Pakenham ran over and killed a cow belonging to Mr. Peter Young at the crossing near the town. The cow was valued at \$30. This is the second one Mr. Young has lost within a short period of time.

27/05/1887 Almonte Gazette Chalk River Pakenham slip

The C.P.R. have decided to build trestle-work across the place where the late landslip took place near Pakenham. The work will be gone on with at once.

10/06/1887 Almonte Gazette Chalk River Pakenham slip

PAKENHAM NEWS

THE WASHOUT. Quite a gang of men have been at work for the past couple of weeks at the washout above here on the C.P.R. and expect to have it completed in about four weeks. The job looks as if it would be a good, serviceable one. We trust it may prove to be so.

28/06/1887 Ottawa Journal Chalk River Pakenham slip

PAKENHAM

For the last five weeks a large gang of men have been at work for the C.P.R. making a trestle bridge over the part of the line where the land-slide took place last April. Neither pains nor money have been wanting in order to make the place quite secure, and from this time forwards the trains will run on the old track

01/07/1887 Almonte Gazette Chalk River Renfrew

On Saturday, last as the down afternoon train approached the second crossing above Renfrew, a team driven by Wm, Brisco, of Admaston, became restive and came on to the tracks just as the engine reached the crossing. One horse received injuries which rendered it necessary to shoot it. The buggy was broken to pieces, and Nr, Brisco received serious injuries, but is doing well and is likely to be all right in a couple of days.

07/07/1887 Ottawa Journal Chalk River Cobden

Saturday afternoon last a considerable train whose sole cargo was a mass of wreckage came slowly into town over the bridge and down the grade. Two bells were ringing, one from the live engine in front, and the other from a dead dismantled engine in the centre. There had been a collision in Cobden on the previous Thursday and these were the remnants which the active wrecking gang had picked up. That day a train arrived down from Pembroke and was to cross the up mixed. There was some shunting to be done, but the driver said he would wait until the mixed was out of the way. He left the engine in charge of his fireman with the caution not to move, then he stepped off to go into the station for a drink of water. In a minute or two a brakeman came flying over the cars and shouted to the fireman to pull ahead. What it was that induced the young man to disobey the orders of his superior officer we leave to the psychologist, but disobey he did. Not only did he give her steam but he pulled the throttle wide open, and then almost instantly he fell in a sound sleep, from which he could not be roused by the shouts of the people nor the terrible screeches of the approaching locomotive. The wide awake men on each train jumped for their lives and into the jaws of death each locomotive plunged with that unarousable sleeper at the throttle in the last quarter of a race with the Seven Sleepers. The shock was like an unabridged Charleston earthquake and the engines and several of the cars were in an instant a heap of irrecoverable ruins. While the fireman lay outstretched in an adjacent field. When they ran to him they found him uninjured, but in response to the pressing inquiries as to why he had done it he answered that his mind was a perfect blank. All that he could remember was hearing a command and obeying it. The poor fellow felt his condition keenly. Carleton Place Central Canadian.

08/07/1887 Almonte Gazette Chalk River Cobden

Collision at Cobden.

Saturday last two pretty badly wrecked engines passed through here from the north - the result of a collision on the C.P.R. near Cobden on Thursday afternoon. The eastbound express ran into a westbound freight standing on a siding. The force of the collision was terrific, destroying both engines, and shaking up the cars pretty badly. The driver of the freight is alleged to have been asleep at the time. His escape was simply miraculous. He was hurled through the window, escaping uninjured. He had been continuously on duty 60 hours.

05/08/1887 Almonte Gazette Chalk River Almonte

The Railway Bridge.

The C.P.R. authorities some time ago caused notices to be put up forbidding anyone from crossing the railway bridge. For a time this had the effect of lessening the travel over that structure, but of late little regards seems to be paid to the warnings. If the company would strictly enforce the law and allow no one to cross the bridge it would cause a considerable amount of inconvenience, but would at the same time be a good thing. There are so many trains passing here, and at all times, that it is never safe to attempt crossing, but all the same there seem to be plenty who are willing to take the risk, and very likely this will continue until someday we will be called upon to chronicle a serious accident. In fact one day last week a very narrow escape was experienced by Mr. Alex. Miller, who was crossing with his little daughter, and when near the center of the bridge he had to jump on to the top of one of the piers and had barely time to lift his little girl down when a train went whizzing past.

26/08/1887 Almonte Gazette Chalk River

Attempted Train Wrecking.

On Saturday last, says the Renfrew Mercury, as M. Buchanan, the tank master, was coming up home from the tank near Russell's, he discovered, between the crossings at John Airth's and John Smith's farms, three ties placed on the track, with the evident deliberate intention of causing disaster to the first train that approached. A load of ties had been placed alongside the track, and from this some miscreants had taken the three ties. Two will place lengthwise with and close up to the rails while the other was wedged into the pile of ties and projected across one of the rails about two feet. The spot is near a curve, and while a passenger train might have stopped in time after the obstructions were noticed by the engineer, a freight train would probably have gone to wreck before it could be braked up.

09/09/1887 Renfrew Mercury Chalk River Bonnechere bridge

The workmanship in the masonry of the new C.P.R. bridge over the Bonnechere at this village is well worthy of inspection.

23/09/1887 Almonte Gazette Chalk River Almonte

During the past week almost every freight train going north had in its make up some Red River Valley Railway cars, quite a number of them being loaded with steel rails. On Sunday, a complete train of R.R.V. cars passed through.

11/11/1887 Almonte Gazette Chalk River Almonte

On Tuesday evening last three small school boys got a crowbar, and uncoupled a car on the C.P.R. siding here, and started it - for "the fun of the thing." Once started they could not get it stopped, and it ran off at the switch near Church street. The car was got out of the way again just five minutes before the evening train came thundering along.

12/11/1887 Ottawa Citizen Chalk River Carleton Place

Fifty cars of Manitoba grain arrived at Carleton Place Junction on Tuesday morning for distribution to points south and east. This is only the first of what promises to be the winter's experiences, all Manitoba grain being billed to Carleton Junction and hence forwarded to its destination. Herald.

18/11/1887 Almonte Gazette Chalk River Almonte

The three boys who were concerned in running a car off the track here last week were brought before Mr. Jas. Rosamond, J. P., on Friday. The juvenile offenders were allowed to go on payment of costs, and after receiving a severe reprimand from his worship.

02/12/1887 Almonte Gazette Chalk River Arnprior

Collision.

While the expresses to and from Winnipeg were at Arnprior last Saturday night- or rather Sunday morning - Mr. Van Horne gave an order that the train for Montreal back up in such a way that some friends who were with him in his private car might step from it to the Pullman of the other train. The engineer misunderstood the signal and put on too much steam, with the result that there was a collision, a part of the Atlantic express standing across the crossing. Fortunately no one was injured, although the passengers got a severe shaking up, and the private car was almost overturned. The train for the west was delayed considerably by the accident.

17/02/1888 Almonte Gazette Chalk River Renfrew

On the 9th brakeman Wooley had the thumb and finger of his right hand badly jammed while coupling cars at Renfrew station. Dr. Mann dressed the wound and Wooley proceeded down the line.

24/02/1888 Almonte Gazette Chalk River Carleton Place

The Central Canadian says Carleton Place has become the starting point of a new division of the C.P.R. to reach to Chalk River.

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The Rideau Record says: an important decision has just been made by the C.P.R. which largely affects for good the interests of Smith's Falls. By orders issued on Tuesday morning all freight traffic for west of Carleton Place from Montreal and all freight for Montreal and the east from Carleton Place and west of there will go by Smith's Falls airline. This will necessitate extra crews and locomotive power, as the volume of traffic passing this way will be enormously increased. The change makes this a new divisional point from Chalk River.

02/03/1888 Pembroke Observer Chalk River Carleton Place

The Carleton Place Central Canadian of yesterday says "we are in a position to say that Carleton Place will hereafter become the headquarters of trainmen running to the three great cardinal points of the compass, namely, West, East and South; that is to say from Carleton Place to Caalk [sic] River; from Carleton Place to Montreal and from Carleton Place to Havelock. Here is where the men are booked to rest, with their engines and vans. For this purpose, within the last few days, three trainloads of coal have been deposited in the vast yard, and more are coming, hundreds upon hundreds of tons, to keep the freight engines in supply. Five gangs come forthwith from Smiths Falls reducing the forty-two men there by at least twenty-five; while all the gangs come from Ottawa with their engines and vans. It is estimated that the change will add between forty-five and fifty families to our population, not in trainmen only, but in the forces now required in the shops and yards to keep up the perpetual motion with rhythm and steadiness"

Whether or not the men will be pleased with the change is not stated.

17/03/1888 Ottawa Journal Chalk River Carleton Place

The Canadian Pacific Railway Company has moved some fifty of their employees who have up to the present time been working at the round house and car sheds here to Carleton Place. The men along with their families left the city yesterday for Carleton Place where they will remain for good.

17/03/1888 Almonte Gazette Chalk River Almonte

Two carloads of silkvalued at \$360,000 passed through here the other day inbound via the Canadian Pacific Railway. It came direct from Yokohama, Japan, and was consigned to a house in New York.

28/03/1888 Ottawa Journal Chalk River Carleton Place

The Canadian Pacific Railway Company have a large gang of men engaged at Carleton Place making extensive repairs to the station house there.

30/03/1888 Almonte Gazette Chalk River Almonte

A colonist train composed of three cars of effects and four of passengers passed through on Wednesday morning for the west.

30/03/1888 Almonte Gazette Chalk River Carleton Place

With characteristic enterprise, M. W. McIlquham, proprietor of the Mississippi Hotel, Carleton Place, has purchased a handsome new omnibus, built by Stanley, of Perth, which meets all trains at the C.P.R. Junction, under charge of Mr. William Whalen, who has held the same position for the past twenty-five years, and is well known to all the commercial travelers from the Maritime Provinces to the sunny slopes of British Columbia. "Watty" seems to understand his business well.

22/06/1888 Almonte Gazette Chalk River Carleton Place

Row on a train.

Conductor Ferris of the C.P.R., was pugilized and tramped on by some drunken shantymen between Pettewawa and Pembroke on Tuesday. He locked the gang in the car, and telegraphed to Ottawa for constables. The latter went to Carleton Place and arrested two of the leaders in the row - Cousineau and Lapointe. It was Ferris's roughest experience in 10 years.

Pakenham News.

SERIOUS ACCIDENT ON THE C.P.R.- on Saturday last as the freight train going south had reached the top of the grade, a short distance north of this village brakeman Robert Young went to put on a brake, and in doing so the nuts that held the brake wheel in place came off. Young was pulling hard at the time, and, losing his balance, fell head-first over the side of the car, his head striking a stone breaking his skull. The unfortunate man was not missed till Pakenham was reached, when the trainmen went back for him. They found the poor fellow lying bleeding and unconscious where he fell. He was tenderly conveyed to the station, where Dr. Baird did everything he could to relieve the poor fellow's suffering. The skull was broken in several places, and a portion of the brain protruded. As soon as the wounds were dressed he was placed in the van and taken to Ottawa, his home, whether he was accompanied by Dr. Baird. On Monday a telegram to the station agent here announced his death, leaving a wife and five small, helpless children to mourn his loss. Surely the above sad case, and hundreds of similar ones that are taking place daily, demand that some better protection be given to the lives of brakemen. Had there been a railing only six inches high around the top of the boxcar this man's life in all probability would have been saved. On the darkest nights in winter, when the top of the car is covered with ice, sleet and snow, and the train moving down a steep grade at the rate of nearly a mile a minute, the brakes man is expected to do his duty, although the slightest precaution has not been made against a misstep or stumble in the dark. A railing around the top of box cars similar to that around some of the old fashioned showcases will save many valuable lives. The cause ??of the hundreds of widows and orphans made by such cases as last Saturday demand it; and we trust that at the next session of parliament a bill will be introduced by some of our M.P's. that will provide better protection to the safety and lives of railway employees generally. In no branch of public duty are more faithful servants to be found than in our railway service. Some time ago a freight train was wrecked on the New York Central. The Lightning Express was due at the same place a few minutes afterwards, moving on to certain destruction, with its load of living freight; and as the faithful engineer of the wrecked train lay dying on the side of the track he gasped out with his last breath to one of his companions "Flag the Express".

14/09/1888 *Almonte Gazette**Chalk River**Almonte*

Accident on the C.P.R.

Between twelve and one o'clock on Wednesday morning a special freight came in from Arnprior, and when approaching the station here, instead of running on to the main siding, as was intended, a jack-knife switch near the station was opened on to the granary siding, causing the train to run foul of four boxcars standing on that track. Two of the latter were completely overturned, and the third slightly broken. One of the cars pitched off the track was loaded with flour, and the other with merchandise, but no damage of any account resulted to the goods. The tool car and a gang of men were brought from Carleton Place, and by 8:30 a.m. all signs of the mishap had disappeared. The total amount of damage is slight.

19/10/1888 *Renfrew Mercury**Chalk River**Arnprior*

The centre pier of the C.P.R. iron bridge at Arnprior has recently been rebuilt with solid masonry.

09/11/1888 *Almonte Gazette**Chalk River**Chalk River*

KILLED ON THE C.P.R.

Nelson Tetlock, of Carlton Place, the victim of a terrible accident.

This week's Herald gives the particulars of an accident that occurred on the C.P.R. near Chalk River last Saturday evening, whereby Albert Nelson Tetlock, of Carlton Place, a Brakeman on the road met his death. A heavy freight train coming east, in charge of conductor Stevenson, left Chalk River about 7:30, and when about a mile out the train became divided by the breaking of a coupling pin, part of it going on with the locomotive, and the other cars following at a good speed, as the incline had been overcome when the coupling broke and the train was now on a downgrade. The accident was soon discovered, and those in the rear cars were engaged in putting on the brakes when the engine reversed with the forward cars to make the coupling again. Tetlock was at his post on the top of a boxcar, on the first section, waiting for the others to close up as it were, and, it being dark, did not notice that between him and the boxcars in the distance were a number of flats, when suddenly the crash came, poor Tetlock was thrown into the air, and his lifeless body was afterwards found between two of the flats, his head crushed and neck broken. ten cars were derailed and smashed to pieces - flats flats, two box and three cattle cars. Six head of cattle were killed out right and two more had to be butchered to put them out of agony. The remainder of the cattle, which were from the ranches in the North-West, were freed from the wreck and allowed their freedom for a time. When the sad news reached Carlton Place a wrecking train was immediately dispatched to the scene of the accident, and several friends of the deceased young man went with it. The body was dressed and cofined and brought home on Sunday evening. Nelson Tetlock was the eldest son of Mr Henry Tetlock of C. Place, was only 21 years of age, and was married on the 16th of November last, hardly a year ago. His untimely end is a very severe shock to his young wife and bereaved parents. He was a member of the Independent Order of Foresters (having been initiated only last Tuesday night) and the O.Y B's., and these societies have done what they could to ease the sorrow of the afflicted family. The funeral took place on Tuesday, and was a very large one. The young widow of deceased will get \$1,000 indemnity from the Foresters.

23/11/1888 *Renfrew Mercury**Chalk River**Carleton Place*

Fifteen employees of the C.P.R. shops at Carleton Place were discharged a week or so ago, - the Company, however, promising to give them first chance when the needs of the service demand more help. Altogether, the Central Canadian says, one thousand men have been dismissed.

10/01/1889 *Almonte Gazette**Chalk River**Sand Point*

"A Drunken Man Never Gets Hurt "

On Friday last three men were on the road for the Shanty near Sand Point. They each had a good team of horses also bottles well filled with fire-water. In crossing the railway track they thought that road was better than the Queen's highway and consequently turned their horses in that direction. Heated by some of the bottles, the dangers attending such a route were lost to them. The horses had not proceeded far when along came a locomotive in the rear, to assist the poor beasts, as it were. The engine lifted the hind sleigh and tossed it upon the backs of the horses, the stakes penetrating clean through one of the animals, killing him instantly, and the other was so badly hurt that it is thought he will die. The other rigs were more or less wrecked, but singular to say not one of the men received a scratch.- Eganville Enterprise.

15/01/1889 *Ottawa Citizen**Chalk River**Healy's station*

When the C.P.R. train going west was near Healy's station on Saturday night some evil disposed person shied a stone through the window of the first class car. The passengers escaped injury except to their feelings.

17/01/1889 *Almonte Gazette**Chalk River*

A pitch-in occurred lately on the C.P.R. between Sand Point and Renfrew. Owing to some misunderstanding or carelessness, a freight ran into part of a train left on the track. One man almost miraculously escaped, but was injured severely.

17/01/1889 *Almonte Gazette**Chalk River*

Why the trains are late.

The passenger trains from the north have been unusually late for some time past. The cause has not been the snowstorm, but an accumulation of freight at the "Soo". As much as 10,000 car loads of corn from Nebraska have been lying at that place waiting to be transhipped to Boston and other Eastern points. Every man who can run an engine has lately been given a freight train, and even passenger-train conductors, after finishing their regular trips, have been pressed into running local freight trains before the next trip comes around. The right of way has been for about a fortnight given to the freight trains, and it is said that passenger trains are often delayed for a considerable time till the next freight passes. As soon as this corn has been all shipped, the trains will assume their normal arrangements.

Man Killed at Carleton Place.

The Herald says: one of the saddest accidents it has been our lot to Chronicle occurred in the lumber yard of Messrs. B. Caldwell & Son on Saturday morning last. As near as can be learned it occurred as follows: Mr. George James, who had followed the occupation of carting for a number of years, was engaged with his team in hauling empty boxcars from one lumber pile to another in the yard, preparatory to their being loaded. Whilst driving along with two cars the ends of the reins fell to the ground and got caught under the wheels. James, in order to free them, must have stooped down, and in so doing was struck on the head with some part of the car. His neck was broken and the left arm severed at the shoulder by the cars passing over it. The man who was on the brakes immediately gave the alarm and started for medical assistance, but the unfortunate victim never uttered a word, and died almost instantly. His mangled remains were conveyed to his home, from whence he had gone out less than an hour before, and the feelings of the bereaved wife and son can be better imagined than described. The sad affair cast a deep gloom over the town, for Mr James was well known. He was a quiet, honest and inoffensive citizen.

29/03/1889 *Almonte Gazette**Chalk River**Almonte*

The C.P.R. tank-house here will shortly be torn down and a new one erected near the station. Work is now going on.

03/05/1889 *Almonte Gazette**Chalk River**Almonte*

A valued milch cow owned by Mr. Graveley got into a row with another bovine in the Church street railway crossing last Sunday, and during the fuss got one of her hind feet wedged in between the plank walk and the iron rail. While in this position her rival attacked her, knocking her down and breaking her leg. She was afterwards killed.

31/05/1889 *Almonte Gazette**Chalk River**Almonte*

Van Horne's Fast Special

Went through here at the rate of a mile a minute on the 24th. The switches were all spiked and the crossings guarded to prevent accidents. The distance from Carleton Place to Almonte, 6 miles, was made in 5½ minutes, and from Almonte to Pakenham, 9 miles, in 9 minutes. As soon as the train passed it was almost completely obscured by the dust. Many gathered to see it fly past.

05/07/1889 *Almonte Gazette**Chalk River**Carleton Place*

On Friday last, as the "Soo" train was nearing Carleton Place station the baggage and dining cars left the track. No damage was done beyond delaying the train an hour. The accident was caused by some boys placing stones on the track and tampering with the switch.

05/07/1889 *Almonte Gazette**Chalk River**Cobden*

A peculiar accident happened east of Cobden on the Canadian Pacific Railway, early Thursday morning. The Winnipeg train, which left Ottawa at Wednesday midnight, ran into a herd of cow on the track, hurling one violently to its death. In its descent it struck a countrywoman who was passing by, inflicting very severe injuries, from which she is now lying in a very low state.

30/08/1889 *Almonte Gazette**Chalk River**Almonte*

The C.P.R. station here is getting a new coat of paint.

06/09/1889 *Almonte Gazette**Chalk River*

Almost every train going north carries a large number of shantymen, who are going into the woods to begin for next year's lumbering.

06/09/1889 *Almonte Gazette**Chalk River**Almonte?*

The siding in to Wylie's roller mill was completed a week or two ago, and is proving a great convenience. Mr. Stevens says they unloaded a car of wheat (670 bushels) in one hour last week. By the old way it took four or five men the greater part of a day to do the same work, the grain having to be bagged in the car and hauled to the mill.

06/09/1889 *Almonte Gazette**Chalk River*

A killing joke.

Someone started a story last Friday to the effect that 60 dead bodies passed through on the express from Winnipeg this morning, and that they had all been killed in a jam on the Ottawa near Mackey's station. Details were not wanting, either, and the people were thunderstruck at the awful news. Later on a message was sent by one of our town operators asking if the bodies of 60 raftsmen had been put on at Mackey's as stated, and the reply was that it was only too true, but that they were - dead drunk!

20/09/1889 *Renfrew Mercury**Chalk River**Renfrew*

How many years ago is it since it was rumored that the Canadian Pacific Railway Company was about to erect a new station in Renfrew, putting the building on the side of the track nearest to the village? Certainly, unless our memory fails us, before the track of the Kingston and Pembroke Railway was laid down between the C.P.R.'s line and the village. And still no changes have been made, and passengers who have to get tickets, or to wait for the arrival or departure of the trains, have to cross three lines of rails to get to ticket office and waiting room, and to cross one line again, if taking the train. Of course it does not matter much, if the weather happens to be fine; but it is one of the bleakest spots in the winter time; and there are occasions when large numbers of persons have to go to the station, and have to wait for a long time, without shelter from the wind, rain or snow.

Considering the debt the village incurred, in order to help the old Canada Central line to begin its extension beyond Sand Point; and how the value of the amount contributed was decreased by legislation - and how much the C.P.R. profited by that when the C.C. line was acquired by it, - it might be thought that Renfrew has something like a good claim for better accommodation. We do not know whether the matter has ever been officially brought to the notice of the Company; but even if it has, - there seems so little probability of the railway indebtedness being lifted from the municipality, although Mr. Ferguson was long since returned to "support the Government", and that inducement was held out when he first became a candidate - that nothing could be lost, at any rate, by the Municipal Council, representing the state of affairs to the C.P.R. Co. - There is one thing of which the Company should be notified, with as little delay as possible. Ever since the line has been opened to Winnipeg and the North-West, the trains have been too long for the first class cars to draw up alongside the platform, so that passengers having to get off at Renfrew could do so easily. And this is still more the case for the new "Soo" line service. Young and active persons may take the jump easily enough in the day time; but for elderly people, and women encumbered with parcels and children, it is no joke. The conductors are attentive enough - no fault is to be found with them; but they can't be everywhere at once. The other day we happened to be at the station when the "Soo" train came in, and assisted someone else to assist a lady to alight. She was not young enough to jump, and was of large and heavy enough frame to need to be lifted down from the car-step; and someone, noticing this, remarked to us, "We need your help to ask the Company to remedy this." We have no overwhelming conceit as to the influence of the Press with the C.P.R. Co., in these days: but we may remark that if the Company does not feel inclined to give the people of Renfrew a station, it may possibly find it to its own interest to extend the platform sufficiently to afford a safe descent to the passengers; for as one of the fair sex remarked, she noticed that the train stopped longer at Renfrew station than at any other station she passed, after she got on the train. - We attribute this to the longer time the conductors have to take in looking after the ladies in the first class cars, to help them to alight in the extra platform limits.

27/09/1889 *Almonte Gazette**Chalk River**Renfrew*

Renfrew wants a new C.P.R. station, or failing that, an extension of the platform, as passengers getting off a long train there have to jump for it, which is inconvenient for all and dangerous for the aged and infirm.

04/10/1889 *Almonte Gazette* *Chalk River* *Almonte*

N.L.A.S. Fair Notes

1,200 visitors passed through the C.P.R. exhibition car whilst it was here, and were delighted with what they saw. The railway arrangements were excellent, but the C.P.R. Co. did not supply sufficient cars to accommodate the crowd.

04/10/1889 *Almonte Gazette* *Chalk River* *Arnprior*

Arnprior is following in the footsteps of Renfrew in asking the C.P.R. for a new station.

18/10/1889 *Almonte Gazette* *Chalk River* *Thistle*

While coupling cars at Thistle station, G. Sproule lost a thumb and part of a fore-finger of one hand.

01/11/1889 *Renfrew Mercury* *Chalk River* *Pakenham*

Pakenham is also crying out for a longer platform at the C.P.R. station there.

01/11/1889 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.C. tells of a night workman in the C.P.R. shops who had part of his lunch stolen every night. He put a little croton oil on it after vain efforts to detect the thief. This method of detection was so rapid and severe that a doctor had to be called in.

29/11/1889 *Almonte Gazette* *Chalk River* *Carleton Place*

Edward Best, of the C.P.R. shops at Carleton Place, has invented and patented a useful oil cup for oiling cars.

27/12/1889 *Renfrew Mercury* *Chalk River* *Pembroke silk*

One day last week three cars passed here loaded with silk valued at \$600,000. It came all the way from Japan, via Vancouver and C.P.R. Pembroke Standard.

31/01/1890 *Almonte Gazette* *Chalk River* *Almonte*

A Great Convenience

The C.P.R. Co., have a number of men at work here this week building a footwalk on each side of the railway bridge, and proper railings will be put up to prevent accidents. This will be a safeguard against passengers walking off the night trains into the river while the trains are at the tank, and will at the same time be a great convenience to our citizens.

07/02/1890 *Almonte Gazette* *Chalk River* *Carleton Place*

An idle and too inquisitive boy opened the throttle of an engine in the yard at Carleton Place one day last week and started the engine. Not being able to stop it, he became alarmed, jumped from the engine and fled. The engine ran into another engine standing on the turn-table, and serious damage was done to both engines. No one was injured.

An old gentleman from Renfrew, says the C.C., was inveigled into lending a stranger \$25 at Carleton Place station, to be repaid when they reached Brockville. Just as the train was starting the borrower suddenly sprang from the train. The good-natured lender instantly suspected all was not right and jumped after him, collared him and forced him to hand back the money.

07/02/1890 *Renfrew Mercury* *Chalk River* *Haley's*

Mrs (REV.) A.A. Allan, of Portage du Fort, relates a rough experience she had riding on a C.P.R. train. She wished to get off at Haley's, and prepared to do so. Unfortunately, the train, being behind time, only slowed up, not stopping. Mrs. Allan and another lady who intended to get off, refused to jump. A fellow passenger pulled the bell rope, but when the conductor came back, he refused to back up the train. He stopped the train where it was, however, and left the ladies to find their way home or back to the station as suited them best. They were so far from the station that the lights could not be seen.

07/02/1890 *Renfrew Mercury* *Chalk River*

The C.P.R. Co. has built a foot-walk and railing on the railway bridges at Almonte and Pembroke.

14/02/1890 *Almonte Gazette* *Chalk River*

Fatal Railway Collision.

The C.P.R. have had several accidents on the line north of here [sic] this week. One occurred about Sand Point by the breaking of a wheel on a freight train. Another one happened between Cobden and Pembroke. The most serious, however, was a collision between the Soo and Winnipeg express trains at Rockcliffe on Wednesday morning, causing the death of Robt. Thompson, express messenger, and injuring several persons.

14/02/1890 *Almonte Gazette* *Chalk River* *Arnprior*

The Arnprior Chronicle wants the C.P.R. to give that town a new station. Almonte could also stand much better accommodation.

14/02/1890 *Renfrew Mercury* *Chalk River* *Carleton Place*

A boy opened the throttle of an engine standing on the track at Carleton Place. He was unable to shut it again and shut off. The engine crashed into another that was standing on the turning table smashing the tenders of both engines.

28/02/1890 *Almonte Gazette* *Chalk River* *Pembroke*

While a freight train was a short distance from Pembroke station a couple of weeks ago a revolver shot was fired into the van. The ball came within a few inches of striking Conductor Rogers.

The town was thrown into a state of intense excitement on Wednesday forenoon by the report that the Soo train, due here at ten o'clock, had been wrecked near Graham's station, that the cars had gone down an embankment, and that at least one life had been lost and every passenger on the train more was injured. The balance of the day the accident was the subject most talked of, being impossible to obtain any reliable account of the disaster, the telegraph wires being required by the officials.

The reports that had been received were as they went from mouth to month greatly exaggerated, and the excitement and suspense increased proportionately. Immediately on receipt of the intelligence here all the available medical men were requested to hasten at once to the scene of the disaster, a wrecking train having in the meantime been despatched from Carleton Place.

Prs. Lynch, Reeve and Gemmill, and Messrs. J. Lawson, V.S., D. H. Davis, W. M. Rea, J. Dunlop and W. Martin responded to the call for help, and at Pakenham were joined by Dr. Jamieson, Dr. D. Cameron, of Arnprior, going by a later train. On arrival at the scene of the accident Drs. Dickson and Bedard, of Pembroke, and Rattray, of Cobden, were found in attendance, and the pleasing intelligence learned that all the passengers had been got out and the injured ones attended to, that no lives were lost, and that with two or three exceptions the injuries were not serious.

The most serious ones were Mrs. Munro, mother of Mr. J. W. Munro, contractor, of Pembroke, and aunt of Mr. J. M. Munro, of Almonte, who had three ribs broken and was otherwise severely injured. The cook of the dining car, Mr. Duclois, of Montreal, was very badly scalded. He was in the kitchen of the car when it went over, and the boiling contents of the range were poured over him. His escape from instant death was one of the most miraculous. His injuries are very severe and painful, his arms, face and the upper part of his body being badly scalded. Another miraculous escape was that of Mr. Thos. Mackie, of Pembroke, who was seated in the rear of the dining car smoking when the shock came. He was thrown from his seat with such force that the veneered ceiling of the car was stove in where his head struck against it. He received two severe scalp wounds, but was able to be around.

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The passengers were treated to a free lunch on arriving at Carleton Place by the company. The loss to the company will not be very heavy, the cars not being very badly damaged. A large gang of men was put to work clearing the track, and in a few hours it was again open for traffic. A passenger train was made up and left for the east about four o'clock, having on board all the passengers except those belonging to Pembroke and vicinity. The action of Mr. Jerome Ford, of Concord, who, though injured himself, worked manfully in rescuing the passengers, and would not consent to have his own wounds dressed until all were removed from the cars, is spoken of in terms of highest praise.

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Almost a collision.

On Saturday last two freights had a narrow escape from a collision between here and Carleton Place. The order allowing the trains to come towards Almonte was given after the other had left Almonte for C. Place. As soon as the mistake was noticed the shunting engine was dispatched to the scene of the expected smash, but no smash took place. The trains were brought to a stand within a short distance of each other on the long, straight stretch of track half-way between the two towns.

A Big Upset

Accident on the C.P.R. Near Pembroke

Spreading of the Rails Causes Four Coaches of the Sault Train to leave the Track - Several People Badly Hurt, but None Killed

Pembroke March 12 - The morning train from North Bay and Mattawa passing here at 9 a.m. jumped the track ten miles east of here. All the coaches including second class, first class, Pullman and dining car went over and are lying upside down. One or two passengers were badly hurt. A Mrs. Munroe, mother of Jno. A. Munroe, the well known contractor, has been severely injured. Mr. Mackey, the well known lumberman, was cut about the head and all the passengers badly shaken up. One of the dining car waiters is said to be severely hurt. The engine did not leave the rails but the rest of the train is badly wrecked. There were about 80 persons on the train. The accident was caused by the spreading of the rails.

13/03/1890 *Ottawa Citizen**Chalk River**Graham's station*

BUMPED, BANGED AND ROLLED OVER.

DETAILS OF THE C.P.R. WRECK AT PEMBROKE.

A Nasty Accident Fortunately Accompanied by Comparatively Light Injuries

Stories of the Smash Told by Passengers - The Injured.

The C.P.R. train as reported in yesterday's Journal, 10 miles east of Pembroke yesterday, was the Soo express, and was due here at 11.35. The passengers were transferred from the wrecked train to a "Special" sent out from Ottawa for that purpose and arrived here at 7.55 p.m. They were met in the Union depot by a reporter of the Journal.

The appearance of the car was most melancholy. The injured passengers were sitting around in all positions with bandaged heads and limbs, but were inclined to enter freely into conversation with those who addressed them as to the cause of the accident.

The cook, named Blake, who was severely scalded was lying covered up, only a small part of his face being seen. The poor fellow was asleep, a narcotic having been administered.

There was a great diversity of opinion among the passengers, and absolute reticence among the officials as to the cause of the accident. The railway officials took care that the injured passengers would not be allowed to give their opinion to the reporters as the latter were immediately peremptorily ordered off the train and prevented from speaking to any on board.

The Passengers Stories.

One of the first passengers seen by The Journal believed that the brakes were at fault and that the speed of the train was very irregular. Sometimes when on a down grade it seemed out of control. He believed that from about twenty miles from the Soo the brakes were out of order.

Thought the Rails Split

M.A.L. Wilcox, another passenger said the accident was quite unavoidable. When asked about the brakes, he said there was nothing wrong there. They were going at a good speed, and when taking the curve, the tender of the engine split open the rails. Asked if there was blame attached to anyone he said, "Not in the slightest." The great wonder was that they all got off as safe as they did.

Rocked, Dragged and Rolled Over

When the accident occurred the train was going at a great speed and when rounding a curve the engine and tender burst the track. Immediately there was the greatest possible excitement. Behind the engine came the baggage car which at once burst the couplings but remained firm on the track. Behind it there were a sleeping car, dining car and one first and second class carriages. From the first shock the passengers had little time to take advantage of the warning. For a short space the cars rocked and dragged along and finally with a crash rolled over on their sides, casting the passengers around in all directions with great violence.

An Exciting Scene

Immediately there was a scene of excitement incident to such accidents. Among the passengers hurt the most serious, were Mrs. Munroe and Mr. MacKie both of whom were conveyed back to Pembroke.

The Cook's Bad Scalding.

The second cook, Blake, of Montreal, who was working near the cooking range when the accident occurred was the worst injured on the train. He is severely scalded on the face, head and body and was suffering intense agony. He may not live.

The Scene of the Wreck

The scene at the spot shows a thorough wreck with the four cars lying in the ditch being twisted and smashed to a degree illustrating the awful suddenness of the accident, whilst the wonder was called one that the personal injuries had been so slight. The passengers were attended to with all possible speed.

"Wild Bill" and the Sheriff

In the train were Sheriff English of Central Prison and a prisoner named Mulligan with the sobriquet of "Wild Bill," whom he was taking to Toronto. When the officer entered the train he joined the handcuffs of the prisoner to his own wrists with the result that when the accident occurred both were pitched with great force to the opposite side of the car, the sheriff landing on his head and becoming insensible. The convict immediately released himself from the bracelet, and some one said to him "Now's your time, skip to the woods," "No," he replied, "I will not," and straightway proceeded to assist the sheriff and alleviate his suffering. This set was admired by all on board and overtures will shortly be made to have the prisoner's sentence shortened or commuted. During the remainder of the journey he was not handcuffed.

Not Mr. Mackie of Ottawa

The report which gained considerable credence yesterday afternoon that Mr. Wm. Mackie, the well known lumberman, was on board and seriously injured is happily not true. Mr. Mackie was in this city yesterday in excellent health. The injury to Mrs. Munroe is however of a very serious nature. Three of her ribs are broken and her nervous system has received a severe shake.

Out of between thirty and forty passengers it is almost phenomenal that only a dozen were hurt, some very slightly. The nature of the accident and the fact of four cars rolling down a ten foot embankment is sufficient to cause the wonder and congratulation that severe deaths and more serious injuries are not chronicled.

Cool, Well Behaved Passengers

Mr. R. H. Cram, the conductor on the train, was seen today by the Journal. He had received a cut on the head and was somewhat shaken up, but not much the worse for the smash, Mr. Cram states that the passengers behaved in a splendid manner, taking things very coolly and showing good judgment. Mr. Cram being asked what caused the "run off" said he did not know. He had heard that it was owing to the spreading of the tracks, but he did not believe it was true as the road bed at that particular place was second to none on the road.

List of Injured

Not noted

John English of Central prison, had in his charge a prisoner well known here as Wild Bill Mulligan. He had this man chained to his seat, and instead of escaping he assisted the bailiff out of the car unhurt. By the use of snow the fires in the stoves were put out before any damage was done. The injured were well cared for by the railway officials and neighbors. Doctors from Pembroke were immediately sent for and these, with others from the neighborhood, were soon on the spot to alleviate the suffering. The injured were removed to Pembroke.

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28/03/1890 *Almonte Gazette**Chalk River**Renfrew*

Tramps burned a discarded freight car at Renfrew.

25/04/1890 *Almonte Gazette**Chalk River**Arnprior*

Quite a Row.

One night last week a gang of shanty-men going north on the C.P.R. became unruly, and indulged in a free fight on board the train. Black eyes and bloody noses were observable when the train reached Arnprior, and considerable fighting was indulged in at that station. Several car windows were broken by the participants in the row.

16/05/1890 *Renfrew Mercury**Chalk River**Renfrew*

A week ago three young men were kicking up a racket in a box car on a siding here. The baggageman remonstrated with them, but, the noise being continued, he coolly closed and fastened the door, shutting the trio within the dark car, and making them close prisoners. The intention was to let them out again before going to dinner, but John forgot all about the matter; and some time in the afternoon he learned that the car had been taken off by a freight train. Telegraphing the freight conductor, it was learned that the car in question had been left on a siding at Braeside, where they might remain before being liberated. A message was sent to Braeside and the young men were let out. They arrived home early then next morning - pretty tired of their confinement.

06/06/1890 Almonte Gazette Chalk River

It is rumored that a local train will be put on between Ottawa and Chalk River.

06/06/1890 Renfrew Mercury Chalk River Renfrew

The railway tracks - both C.P.R. and K. & P.R. - on the west side of Main Street are to be raised considerably, and the bridges as well, to ease the grade from Main street to the point of the rise at Mr. McAndrew's bush. The new grade has already been staked out, and at German street is nearly three feet higher than the level of the present track.

13/06/1890 Almonte Gazette Chalk River Renfrew

The track of both the C.P.R. and the K. & P. at Renfrew is to be raised so as to ease the grade.

20/06/1890 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

The C.P.R. intend raising the railway track here four feet in order to lessen the grade. Where the landslide took place opposite Mr. McCann's farm will be filled in and the track straightened at Morrisons crossing. It is also said that a new station is to be erected on the side of the track next the village. This is a much needed improvement, as when freight trains are on the siding there is much delay and annoyance in getting to and from the station.

20/06/1890 Almonte Gazette Chalk River

The C.P.R. will make extensive improvements to the line between Carleton Place and Sudbury, which will be continued this and next summer. Grades will be leveled, curves straightened and other improvements made.

27/06/1890 Almonte Gazette Chalk River Haleys

Mr. Parks, of Carleton Place a C.P.R. brakeman, was badly lammed between the brake wheel and the tender one day last week at Haley's station.

04/07/1890 Almonte Gazette Chalk River

The C.P.R. Co. have at present large forces of men at work on the road between Arnprior and Pembroke, levelling up and lowering the heavy grades, &c. The Almonte tank-house will be removed to Pakenham

11/07/1890 Renfrew Mercury Chalk River water

The C.P.R. water tank at Almonte will be removed to Pakenham.

15/08/1890 Almonte Gazette Chalk River Pakenham

COW KILLED. The Soo express going north maimed a valuable cow owned by the Rev. H. Taylor while passing the crossing on the 11th line near Mr. dean's last Thursday evening. The animal had to be killed.

15/08/1890 Renfrew Mercury Chalk River Arnprior

The Arnprior Watchman is rather inclined to laugh at the "improvements" being made in the C.P.R. station at that place. Carpenters are employed chiselling out a ladies waiting room in the old building, instead of building such a decent new station as the business done there would warrant.

15/08/1890 Renfrew Mercury Chalk River Renfrew

A work train and a force of 30 men or so are employed this week in putting in the grading for a new siding in the Renfrew C.P.R. yard - on the village side of the main track. It is said that the passenger platform will be lengthened, at the same time that these other improvements are being made.

22/08/1890 Almonte Gazette Chalk River Almonte

The C.P.R. tank-house here took fire last Friday and was blazing up in a dangerous manner for a time; but the employees managed to put it out with a few pails of water.

The C.P.R. have been increasing their siding accommodation here of late

29/08/1890 Almonte Gazette Chalk River Almonte

Eleven carloads of fat cattle from Brandon, Man., passed through here this morning on the way to Montreal. They are for the British market.

29/08/1890 Almonte Gazette Chalk River Carleton Place

An engine left standing in the C.P.R. yard at Carleton Place on Monday last suddenly moved off of its own accord and backed its tender into the pit of the turntable, badly injuring it. The throttle had in some way become loosened.

05/09/1890 Renfrew Mercury Chalk River

The C.P. Herald says the train men, six gangs who were changed to Smiths Falls a short time ago, have been ordered back to Carleton Place, as a more convenient point for the transshipment of freight. - The Smiths Falls News observes that the above is not strictly correct; and that the transshipping will continue to be done at Smiths Falls.

05/09/1890 Renfrew Mercury Chalk River Almonte

The Gazette says: the C.P.R. tank house at Almonte took fire last Friday, and was blazing up in a dangerous manner for a time: but the employees managed to put it out with a few pails of water.

05/09/1890 Renfrew Mercury Chalk River Renfrew

While some C.P.R. railway construction hands were here last Friday, they had a spare half day between regular "jobs," and were instructed to put in the time by laying down the long-talked-of-extension of platform. They had not enough material, however, to complete the job. It is intended to make the platform some five or six cars-length longer than it is even yet.

05/09/1890 Renfrew Mercury Chalk River Carleton Place

The railway turn-table at Carleton Place was badly damaged last week. Locomotive No. 421 had been left standing still, and seemingly safe, while the engineer temporarily in charge went a short distance on other duties. Suddenly the engine backed down the track, and dumped her tender into the pit of the turntable. This stopped the locomotive, but the monster casting of the turn-table was broken square across.

05/09/1890 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

ON THE C.P.R. - Over 40 men are now employed on the C.P.R. improvements near the Saddler Settlement

12/09/1890 Almonte Gazette Chalk River Renfrew

The C.P.R. are extending their station platform at Renfrew.

12/09/1890 Renfrew Mercury Chalk River Renfrew

A C.P.R. construction gang have been working for some days putting in a new siding at the station here. They finished it Wednesday night. It will hold thirty-one cars and engine. The passenger platform, also, has been much further extended.

PAKENHAM NEWS

C.P.R. IMPROVEMENTS. - on Tuesday last the work of raising the track of the C.P.R. began here, and brought a large addition to our population. The steam shovel is placed where the landslide took place on the Bayne Farm. It is a powerful piece of machinery. A few scoops of the ponderous shovel loads a flat-car, and it is removed from the car in less time still. Quite a village of tents has sprung up where a shovel is at work, and the temporary town has already received the cognomen of "New Italy."

19/09/1890 *Almonte Gazette* *Chalk River* *Almonte*

On Sunday night last the lamp on the semaphore at the Bridge Street crossing burst and, the oil ignighting, there was quite a blaze until it burned out,. A large crowd was attracted by the illumination.

19/09/1890 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS.

A TANK HERE. - The C.P.R. Co. are erecting a water tank near the station here.The water will be drawn from the river and pumped into the tank by steam power.

09/10/1890 *The Equity, Shawville* *Chalk River*

The construction of the new C.P.R. track about 3 miles east of Pembroke is to be proceeded with at once. About 300 men will be employed, and the wages paid will be \$1.25 per day for men and \$2.50 for teams.

10/10/1890 *Renfrew Mercury* *Chalk River* *Pembroke*

The construction of the new track on the C.P.R., about three miles east of Pembroke, will give employment to 300 men.

31/10/1890 *Almonte Gazette* *Chalk River* *Almonte*

The C.P.R. Co. have just added 75 feet to the platform at the freight shed here.

07/11/1890 *Almonte Gazette* *Chalk River* *Almonte*

The C.P.R. authorities are building a large addition to the freight shed here. It was much needed and will be a great boon to the officials at our station.

14/11/1890 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.Railway have really taken quite a fit for fixing up things around the Renfrew station, to the convenience of the traveling public. The building of the long platform has been followed by the erection on it last week of four lamp posts, fitted up with large lantern lights. This is a very considerable improvement. It is to be hoped that the Company will keep on in this good track until they get the length of erecting a new station house.

28/11/1890 *Almonte Gazette* *Chalk River* *Almonte*

The addition to the C.P.R. freight shed is about completed. It adds very much to the convenience of shippers.

The C.P.R., we understand, will shortly do away with the tank here, having built in its place a large one at Pakenham which will hold about 50,000 gallons of water.

05/12/1890 *Renfrew Mercury* *Chalk River* *water*

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05/12/1890 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS.

COMPLETED. - the CPR water tank is now finished, and seems to be a substantial affair. It is said to be the largest on the line. The boiler and engine in connection with it have also been placed in position. The engine house is at the west end of the iron bridge, and the water is conducted through pipes which have been laid from the river to the tank. The pipes are securely imbedded in the clay on the south side of the track. The laying of a platform from the tank to the station has made a great improvement.

05/12/1890 *Arnprior Chronicle* *Chalk River* *Pakenham*

The Canadian Pacific Railway has built a new water tank at Pakenham, with a capacity of 50,000 gallons. The tank at Almonte will be taken down.

19/12/1890 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS

GRADE LESSENED The rock work on the C.P.R. near Morrison's crossing will be finished in a few days. The grade was one of the sharpest on the line, and by the improvements made the ascent will be lessened by six feet and a half.

02/01/1891 *Renfrew Mercury* *Chalk River* *Haley's*

A train of 25 loaded cars, attached to a light locomotive, was a few days ago hauled over the new portion of the C.P.R. line at Haley's at ten miles an hour. The engine performed the task without a struggle, without a stop. This would have been an impossibility over the old line, even with the most powerful engine. The C.C., in recording the incident, says it must silence those croakers who were eternally saying that one day the main line would be shortened some day by a new road from Pembroke to Ottawa.So our contemporary breathes a sigh of relief that Carleton Place is not likely to be left out in the cold; and looks forward to the time when that town will become ? Because the future large traffic of the ? Will pass through it. Illegible.

16/01/1891 *Almonte Gazette* *Chalk River* *Renfrew*

A C.P.R. train ran into a runaway team at Renfrew, belongig to Mr William Dewer, of Bromley, and killed one of the horses.

13/03/1891 *Almonte Gazette* *Chalk River* *Almonte*

The pumping machinery has been removed from ther old C.P.R. tank here.

13/03/1891 *Almonte Gazette* *Chalk River* *Almonte*

The pumping machinery has been removed from the old C.P.R. tank here.

02/05/1891 *Ottawa Journal* *Chalk River*

Chalk River May 2. The flying special containing the Empress of India's passengers passed here at 10:50 this morning and at this point is within two hundred and forty five miles of Montreal. Since leaving Port Arthur she has maintained her time and passengers are now likely to arrive in Montreal at five o'clock today, making the run from Vancouver, including the time given passengers to view scenery and mountains, in less time than four days.

16/05/1891 *Ottawa Citizen* *Chalk River*

Collision on the C. P. R.

News reached the city of a collision on the CPR. above Pembroke, yesterday morning between the "Soo" eastern express and a freight train. It was stated the fireman of one of the trains was killed, and an engineer fatally injured, and several of the cars ditched.

A force of some fifty men commenced work this week near Castleford on the new roadbed of the C.P.R., which will avoid the gullies and the heavy grade.

12/06/1891 *Renfrew Mercury* *Chalk River*

The bridge at Graham Bridge station, on the C.P.R. to replace the old floating structure existing for so many years, has recently been completed. The bridge has a total length of 310 feet, besides the breadth of the track in the centre, to be maintained by the C.P.R. There are also two good stone approaches. The breadth is twenty feet; and there is a good substantial railing.

12/06/1891 *Renfrew Mercury* *Chalk River*

About 100 men working on the C.P.R. improvements near Castleford were discharged in a hurry within the last week. Most of them, after a holiday of a day or two, were re-engaged. It is said that a strike was in the course of hatching; and that the management, becoming informed of this, took the tack of "striking first": with the result that most of the men were glad to get back and let their strike go. The Canadian Pacific Railway Company have ordered that most of the stations along their line be draped in black, in mourning for Sir John MacDonald. A special car came down the line on Tuesday morning and draped the exterior of the station house here heavily with black cloth; and then went on to Almonte, to do the same to the station there.

19/06/1891 *Almonte Gazette* *Chalk River* *Castleford*

The mercury says that the C.P.R. have about 100 men working near castleford. They were preparing last week for a strike, but the secret leaked out and they were dismissed. Most of the men have been reengaged since.

26/06/1891 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS

On the C.P.R. - Mr. John Munro, the well-known contractor and builder, has just completed the task of placing the stone-work under the iron bridge on the C.P.R. over the Mississippi River here. As a sample of the material used in the work, last week a stone 6 x 4 feet and 2½ feet thick was swung into position over the side of the bridge by the aid of a derrick. His workman have already begun to quarry the stone for the piers of the new bridge on the C.P.R. to be erected at Arnprior this summer. The bridge will rest on piers over 40 feet high, and will be large enough to carry a double track. Enough timber 12 inches square will be consumed in the erection of the coffee dams, which will be sunk in over 30 feet of water, to make a small raft. This bridge will span the Madawaska River, and will cost a large amount.

26/06/1891 *Renfrew Mercury* *Chalk River*

Mr. Jacob Erratt of Ottawa, who had the contract of draping the C.P.R. stations from Ottawa to Pembroke and Smiths Falls, as well as of the funeral train which carried the remains of the late Premier, used 11,000 yds. of stuff in the draping.

03/07/1891 *Renfrew Mercury* *Chalk River* *Arnprior*

Mr. Munro, having finished his part of the new railway bridge at Pakenham, has received the contract for rebuilding the C.P.R. bridge across the Madawaska river at Arnprior. The total length of the bridge will be 400 feet: and its width at the top 27, so as to allow for a double track.

03/07/1891 *Almonte Gazette* *Chalk River* *Arnprior*

Mr. John Munro, of Pembroke, has received the contract of rebuilding the bridge over the Madawaska at Arnprior. The total cost is expected to be about \$100,000.

03/07/1891 *Almonte Gazette* *Chalk River* *Carleton Place*

On Saturday laast, while shinting in the C.P.R. yard at Carleton Place, a freight car, whose brake gave way, ran into an engine and damaged it considerably.

10/07/1891 *Almonte Gazette* *Chalk River* *Arnprior*

A train ran into an smashed a car that was lying on the track at Arnprior last week. The switch was left open by mistake.

17/07/1891 *Renfrew Mercury* *Chalk River* *Renfrew*

A private car lay at rest in the C.P.R. yard at Renfrew on Saturday evening. We soon learned that it was Messrs. Spencer's car, and that they were having another look at the Renfrew yard and the Smiths Creek railway trestle. A week or so ago the negotiations between the K. & P.R. and the C.P.R. were completed for the necessary improvements at this point; and the work of filling in the bridge and building the union station, it is understood, will be commenced in the course of a week or two.

17/07/1891 *Almonte Gazette* *Chalk River* *Carleton Place*

Fell off the train.

The Soo train was parked with excursionists between Almonte and Carleton Place on Monday forenoon, and when running into C. P., about half-a-mile from the junction, the strains of the various bands in the Orange demonstration fell upon the ears of the passengers in the train, and immediately a rush was made to the platform. It appears that Joseph Lee, Porter of a Pullman car, was standing on the rear step, and on leaning forward either lost his hold or was accidentally shoved by the press behind and fell face downward to the ground. He was badly bruised and cut. The train immediately slowed up and the unfortunate man, who was suffering severely, was taken to the junction and from thence to Ottawa, where he was taken to the Protestant hospital. He will recover.

23/07/1891 *Ottawa Journal* *Chalk River*

A Rich Railway Cargo.

Mr. H.B. Spencer returned from Brockville this morning and immediately left to bring down a special inter-ocean train laden with Japanese and Chinese goods, from Chalk River. Mr. Spencer will continue in charge of this special train for as long as it is on his section of the line.

24/07/1891 *Almonte Gazette* *Chalk River* *Pakenham*

Pakenham News

PAINTING UP. A gang of men have been at work of late painting up the C.P.R. iron bridge spanning the Mississippi here. The ponderous structure is now greatly improved in appearance.

31/07/1891 *Renfrew Mercury* *Chalk River* *Pakenham*

The C.P.R. bridge spanning the Mississippi at Pakenham has been improved in appearance by a coat of paint.

31/07/1891 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS

A SMASH. A few nights ago while the night freight train was tsaking the side track here it ran into teo flat cars loaded with stone breaking off the ends of both cars ndrendering them useless. A gang of train wreckers from Carleton Place on Tuesday last removed the obstruction.

YOKOHAMA TO NEW YORK
by Telegraph to THE CITIZEN.

Montreal, 1st. - the Canadian Pacific Railway fast mail train, which left Vancouver on Saturday last at 1 p.m. on the arrival of the Canadian Pacific Railway steamer Empress of Japan with the China and Japan mails, reached Brockville at 9.03 this evening, having made the run in 76 hours, allowing for 3 hours lost by changes in time. A special left Morristown over the New York Central at 9.45 p.m. which will probably reach New York at 4.30 on Wednesday morning, making the time from Vancouver to New York about 83 hours and from Yokohama to New York in a trifle less than 13 days. If the mails catch the Inman line steamship City of New York, which sails at 5 a.m., they should reach London Wednesday September 9th, making the time from Yokohama to London via the Canadian Pacific Railway and New York in just 21 days. The special train on the Canadian Pacific was delayed about 3 hours by hot boxes, otherwise the connection with the city of New York would have been made with ease, as it may be missed by an hour. In that event the mails will go by the Hamburg - American steamship Columbia, sailing at 6 a.m. Thursday.

04/09/1891 *Renfrew Mercury**Chalk River**Renfrew*

Ten days or two weeks ago, the C.P.R. workmen commenced the filling in of the gully of Smith's Creek, beneath the trestle railway bridge; and raising the embankment from that point towards Main street, in order to make the change of grade which was worked out last year. Under the bridge a large stone culvert will be built to let the water of the Creek into the Bonnechere. Until this culvert is built - it is not yet commenced - only the ends of the trestle will be embedded in earth.

04/09/1891 *Almonte Gazette**Chalk River**Alexandria*

A gang of men have been at work here lately putting a new covering on the railway bridge, many of the old timbers having become rotten through exposure to the elements. The plank walk on each side of the bridge has been taken away to the regret of many of our citizens, as it was a short-cut home to not a few. But the C.P.R. Co. Had no use for the walk after the removal of the watering tank from Almonte to Pakenham.

04/09/1891 *Almonte Gazette**Chalk River*

A WONDERFUL RECORD

Across the Continent in 84 Hours - the C. P. R. Breaks the World's Railway Record - A Race Against Time - Through Almonte Like a Flash.

Probably the fastest train that ever passed through Almonte was that which flew through our town on Tuesday evening last, shortly after eight o'clock. It started from Vancouver, B.C. immediately upon the arrival of one of the C.P.R. steamers from Chinese and Japan ports, having on board for the first time the mails and a couple of passengers destined for England and the continent. It was bound for New York, and was being rushed through in order to make connection with one of the Atlantic greyhounds for Europe. The steamer left Yokohama at 8:45 a.m. August 19th, and arrived off Victoria, B.C. August 29th, making the run in 9 days, 18 hours and 35 minutes - the fastest time ever made between the two countries. The C.P.R. train left Vancouver at 4:08 a.m. on Saturday, and made the fastest time yet reached in crossing the continent. Winnipeg was reached on Monday at 8:40 a.m. The run from Banff to Winnipeg, a distance of 920 miles, was made in 23 hours, including stops, making an average of 40 miles an hour. At times a rate of 70 miles an hour was attained, and 50 and 60 miles an hour was quite frequent. Equally fast running was made on this end of the line, as the following will show: Port Arthur to Brockville, 892 miles, in 22½ hours; Chalk River to Almonte 94 miles in 1 hour 52 minutes; Almonte to Brockville, 53 miles, in 59 minutes. Engineer Connell was at the throttle of engine No. 271 as she ran over this division; Conductor Vanalstine was in charge, and Mr. H.B. Spencer was on board from Port Arthur, where a third coach was attached. The train was hurriedly ferried across at Brockville. In the journey across the continent the train made the run between Vancouver and Brockville, a distance of 2802 miles, and 77 hours, and the New York Central ran from Morristown to New York in 7 hours, making the total time from Vancouver to New York, a distance of 3,162 miles, 84 hours. This speed for such a distance has not before been made on any railway. For the shorter distance between Utica and Albany, the 95 miles were made in 90 minutes. The journey from Yokohama to New York not only beats the record of travel between these two points, but surpasses any known record in the world. The train arrived at Grand Central station, New York, at 4:43 o'clock. The "City of New York" was due to sail at 5 o'clock. The question was, "Could the mails be transferred from the Grand Central Station in 17 minutes?" the Canadian Pacific people had seen the Inman people and arranged for holding back the vessel a few minutes. Quick as lightning Assistant Superintendent Bradley, who had gone down on the special train, had the twelve foreign mail bags dumped into a truck, and jumping in, had the driver whip the horses into breakneck speed through New York's streets. The horses were equal to the emergency, and shortly after five o'clock the dock was reached and the ship set sail at 5:10 a.m. The trial was a grand success. If the vessel makes the voyage in her usual time Liverpool will be reached on September 7th, Landing the "Empress of Japan's" mails 20 days from Yokohama. The mails will arrive in London Wednesday, September 9th, and will have completed the distance between Yokohama and London in 21 days. Twenty-four days is the best time that has hitherto been made by the C.P.R. As a result of this record-smashing event it is expected that a bridge across the St. Lawrence will be built at Brockville, and a large amount of trade will be secured to Canada that has hitherto gone through other channels. In any case it is a grand advertisement for our Dominion.

09/09/1891 *Ottawa Journal**Chalk River**Carleton Place*

Crushed by Coupling Cars

Albert Corr, a single man 21 years of age has been brought to the Protestant hospital suffering from a crushed hand which he sustained while coupling cars on the C.P.R. at Carleton Place. The first finger and the top of the thumb had to be amputated

10/09/1891 *Ottawa Citizen**Chalk River*

The mail which left Yokohama by the "Empress of Japan," at 8:00 a.m. on 19th August, was distributed in London by the first delivery yesterday morning, just twenty-one days from the time they were put on board. This one unprecedented feat will do more to make the business community of Great Britain understand the importance of the Canadian Pacific Railway than a dozen agents could ever accomplish.

The C.P.R.'s Mail Record

London, 9th. - Londoners this morning have an unusual theme for conversation. It is the wonderful Canadian Pacific mail record, and everyone is talking about this great event. The City of New York, with the mails from the far east on board, arrived at Queenstown yesterday and this morning the mails were delivered at the London post-office, thus completing the journey between Yokohama and London in under 21 days. This record beats all previous efforts, and leaves the post-office guide badly in the lurch. That official time-table gives the China and Japan mails thirty-one days, via Vancouver, and forty-three days via the Suez Canal. The fact that the C.P.R. have done the distance in less than half the time required for the Suez Canal, is much commented on, and it is needless to say that comparison is calculated to raise the Canadian route very much in favor among business men, not to speak of the post-office and military authorities. It is probable that the next step will be to dispatch a fast mail from England to the east, for the purpose of seeing if the record will hold good in both ways. Commenting on the quick transit of the mails, the TIMES this morning says that this record is pregnant with untold issues for the future of the Empire. At the same time the paper points out that Canada must not rest until the service from one end of the route to the other is completely under British control. In Canadian circles it is hoped this wonderful record will revive interest in the Canadian Atlantic mail project which seems at the present time to be in a languishing state.

11/09/1891 Renfrew Mercury Chalk River Sand Point

A correspondent of the Advance complains bitterly of the conduct of C.P.R. officials towards passengers who get on and off at Sand Point. Trunks and valises are pitched off on the rocks a couple of acres away from the station; or carried on beyond to other stations, rather than wait to accommodate travellers, even when they tender their checks to the conductors.

18/09/1891 Almonte Gazette Chalk River Almonte

Almonte Town Council 14 September 1891

Moved by Mr. Wylie seconded by Mr. Bell, That this Council petition the Railway Co. in the matter of having a sidewalk built across the railway bridge. Carried.

02/10/1891 Almonte Gazette Chalk River Arnprior

ARNPRIOR NEWS

When the new railway bridge over the Madawaska is completed, it will be one of the best along the line. The water in the river at this point being nearly forty feet deep, makes it necessary to construct huge coffer dams.

09/10/1891 Renfrew Mercury Chalk River Arnprior

The C.P.R. bridge over the Madawaska at Arnprior, now being built of stone and iron, by J.W. Munro, will cost \$10,000. It is the third bridge built over that spot since the railway commenced running.

23/10/1891 Almonte Gazette Chalk River Arnprior

ARNPRIOR NEWS

A fresh coat of paint has imparted a better appearance to the C.P.R. station here

25/10/1891 Almonte Gazette Chalk River Mississippi

The bridge gave way

The railroad bridge near the Canada Lumber Co.'s mills, crossing the Mississippi river, gave way on Monday of last week. Some of the timber broke but the iron work of the bridge remained firm, and the train got over without injury. Men are busy repairing the structure. The train had a narrow escape.

30/10/1891 Renfrew Mercury Chalk River Carleton Place

Carleton Place is now the divisional headquarters for the passenger crews, whose loop of run will be to Chalk River in the West, that to Ottawa in the east and that to Brockville in the South. Lighter locomotives, in place of the great Western expresses, will be used, from Carleton Place, to the above points - the C.C. rejoices that this will add six or eight crews to the residents of Carleton Place.

30/10/1891 Almonte Gazette Chalk River Renfrew

A handsome union station will be built at Renfrew by the C.P.R. and K. & P.R.R. Co.'s.

30/10/1891 Almonte Gazette Chalk River Renfrew

New and heavier rails are being laid on the C.P.R. track at Renfrew. The old rails will be used for branch lines in Manitoba, where the traffic is not so heavy.

30/10/1891 Renfrew Mercury Chalk River Arnprior

The cost of the new railway bridge over the Madawaska, at Arnprior, has been stated in a number of papers, to be \$10,000. The contract sum, it is now announced, is nearly ten times that price.

The engine not being of sufficient power nor the pumps of sufficient capacity to pump out the coffer dams at the new R.R. bridge at Arnprior, an additional engine and pump are being adjusted. The two together are calculated to discharge the water at the rate of about 6,500 gals. per minute.

06/11/1891 Renfrew Mercury Chalk River

On the 26th, Mr. Alexandria Miller, of Goshen, had a steer and two cows killed on the new piece of C.P.R. track, still unfenced, an acre or two below the spot where Mr. Jas. Carswell's cattle were killed a week or so previously.

13/11/1891 Renfrew Mercury Chalk River Renfrew

Work has been commenced on building the culvert under the "first" trestle bridge, over Smith's Creek, just west of the village, and which bridge is to be replaced by a "fill in" of earth as soon as the culvert is completed. We learn from Mr. W. Burns, C/E., that some twenty or twenty-five men will be employed on the work for two or three months. The work will probably be worth some \$7,000 or \$8,000. Mr. W.G. Reid, of Montreal, is the contractor.

20/11/1891 Almonte Gazette Chalk River Arnprior

A brakeman named Goodfellow had his hand badly crushed last Friday at the Arnprior station.

20/11/1891 Almonte Gazette Chalk River Renfrew

C.P.R. workmen are at present engaged in building a culvert under the first trestle bridge over Smith's Creek, just west of Renfrew village. The intention is to replace the bridge with a "fill in" as soon as the culvert is completed. It will take 20 or 25 men two or three months to complete the work which will cost \$7,000 or \$8,000.

27/11/1891 Almonte Gazette Chalk River Renfrew

The building covering the tank on the C.P.R., about a mile and a half below the town, was set on fire by a passing engine about ten days ago. The fire took place through the night when no person was around and was making good progress when another train came along. The train was stopped and the men set to work and put out the fire - Renfrew Mercury.

06/12/1891 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

The well known contractor, Mr. John Munro of Pembroke, is here at present putting in the stone work under the iron bridge over the Mississippi River, which was recently raised between two and three feet. The whole job has been well and skillfully carried out, without delay to the trains. As a contractor Mr. Munro has long since gained the confidence of the C.P.R. Co. and the public generally.

11/12/1891 Renfrew Mercury Chalk River Carleton Place

The railway shops at Carleton Place are now lighted by electricity from the Company's own dynamos. There are five arc lights inside, and there will be five more inside.

22/01/1892 Almonte Gazette Chalk River Castleford

There was a wreck on the C.P.R. near Castleford on Saturday week. A broken axle or wheel on a freight train in the Castleford grade was the cause. A tool car and a gang of men were sent out from Carleton Place and it took over four hours to clear the track. Two cars were derailed.

29/01/1892 Almonte Gazette Chalk River Pembroke

A rumor reached Pembroke on Tuesday that a man was run over by the Soo train at Moore's Lake, and that the conductor of the train had refused to go back for him. The man, it is said, has since died. So says the Standard

18/03/1892 Renfrew Mercury Chalk River Arnprior

Monday night two C.P.R. locomotives put their strength together and pulled twenty-eight laden cars up the grade and around the curves of the lumber switch to the railway at Arnprior. It was a prodigious feat.

04/04/1892 Ottawa Journal Chalk River Pembroke

Mr. C.W. Spencer of the C.P.R. goes to Pembroke today to talk with the town council about building a new stone bridge across the Muskrat river at that place. Besides this work, it is thought the C.P.R. will build stone culverts between Pembroke and Mattawa to replace the present wooden ones.

Also in the Renfrew Mercury of April 15.

08/04/1892 Almonte Gazette Chalk River Arnprior

The Soo train going south was delayed here several hours on Wednesday by the tender breaking down. An axle broke while nearing the Arnprior station. Nothing but the tender left the rails.

08/04/1892 Almonte Gazette Chalk River Carleton Place

On Monday afternoon a C.P.R. employee named Markman, who was assisting in shunting cars near Carleton Place, had three of his fingers severely crushed between the bumpers. One of the digits had to be amputated at the second joint.

22/04/1892 Renfrew Mercury Chalk River Renfrew

Gravel trains have been at work this week in filling up the trestle bridge gully at Smith's creek. There have been many spectators, interested in the quick unloading of the gravel laden cars. An immense machine, like a snow plough, is held in place by a strong wire cable: and as the train is pulled forward by the engine, the plough slips along from car to car, clearing them rapidly of the gravel.

29/04/1892 Renfrew Mercury Chalk River Arnprior

It is surprising the amount of wood and iron used when the old railway bridge over the Madawaska, at Arnprior, was built. In the winter this was all gathered up and placed beside the track a little to the south of the bridge, to be disposed of in whole or in part to anybody wanting it. Already a considerable portion of it has been bought up in small quantities, and Mr. J.G. Watson, who owns it, thinks he will experience but little difficulty in selling the whole of it at a fair profit.

20/05/1892 Renfrew Mercury Chalk River Carleton Place

The engine on which the late Michael O'Connell and his mate met their death at Hull has been turned out of the shops at Carleton Place without a visible mark of her mishap. She was all shining and sprightly and greatly delighted the spectators.

27/05/1892 Almonte Gazette Chalk River Arnprior

The C.P.R. chased a horse on the track above Arnprior a few days ago. The horse fell into a culvert, and the train had to be stopped and the horse pulled out with a rope.

27/05/1892 Almonte Gazette Chalk River Arnprior

ARNPRIOR NEWS

On Monday evening two horses belonging to Mr. Charles Sproule, who resides near Waba, narrowly escaped being killed by the cars. They were grazing on the railway, and on the approach of the Soo express took to the track and cantered along a short distance in advance of the train. One of them dropped out of the race, but the other kept it up and after safely passing over the Waba bridge continued in its flight until it reached the Madawaska. It attempted to cross this bridge also but when about halfway over its feet slipped down between the ties, making it powerless either to go ahead or retrace its steps. The train men supplied a rope and after the animal's legs were securely bound a number of able-bodied passengers pulled it along the ties to the other end of the bridge. It was then led to Arnprior, where a veterinary surgeon attended to its wounds. This little episode delayed the train for some time.

01/07/1892 Almonte Gazette Chalk River

Mr. J.W. Munro, of Pembroke, has the contract of building the trestles on the C.P.R. between Pembroke and Chalk River.

01/07/1892 Renfrew Mercury Chalk River Chalk River

The C.P.R. has had a large gang of men at Chalk River for the past week or two building a large stock yard. The work has been going on under the superintendence of Mr. Edward Best, bridge foreman. The stock yard will be 720 feet long and 170 wide and will be divided into apartments. It is for the use of cattle men to feed and rest their cattle on the road east and west. - Observer.

29/07/1892 Almonte Gazette Chalk River Almonte

A pilgrims' special train passed through here last week. It contained between two and three hundred French Canadians from Minnesota and Dakota on their way to Ste. Anne de Beaupre.. There were many cripples among them.

16/09/1892 Renfrew Mercury Chalk River Renfrew

A force of men were hard at work last week, gravelling the station yard between the K. & P.R. and the C.P.R. tracks, where the busses stand. No more mud holes about the C.P.R. for Renfrew.

11/11/1892 Almonte Gazette Chalk River

Conductor Beach Killed.

A young man named H. Beach, 26 years of age, formerly of Kingston, and engaged as brakeman on the K. & P. but laterally living at Carleton Place, and running as freight conductor on the C.P.R., met with a sudden and peculiar death near Chalk River on Thursday morning. It appears there was a hot box on the train, and Beach leaned out on the van steps to try and locate it, when his head came in contact with an obstruction and he was instantly killed. He leaves a wife and two young children to mourn his loss. His remains were taken to Kingston for burial.

18/11/1892

A report that a watch and some money were stolen from the body of the late Conductor Beach is untrue. The valuables were taken in charge by the coroner, and have since been safely delivered to the family.

25/11/1892 Almonte Gazette Chalk River

PAKENHAM NEWS

From our own correspondent.

CPR IMPROVEMENTS. - the CPR Co have a large gang of men at work taking up the old track and replacing it by a much heavier one. The new rails weigh 850 lb to every thirty feet in length. We understand that the old rails will be again laid down on the new branch between Renfrew and Eganville. Mr. PatrickBurke's gang (65 strong) has the completing of the work between Sand Point and Snedden's, and reached here on Monday last.

29/11/1892 Ottawa Journal Chalk River Pakenham

The C.P.R. have a large gang of men laying new rails near Pakenham.

16/12/1892 Almonte Gazette Chalk River

While Mr. Ed. Ellis was superintending blasting operations on the Canadian Pacific Railway at Kelley's quarry near Graham's Bridge, he was badly injured in a premature explosion. We was taken to Pembroke, where his wounds were dressed, and he is now rapidly recovering.

23/12/1892 Almonte Gazette Chalk River Carleton Place

On Tuesday morning a young man named George A. Quackenbush whilst engaged in the C.P.R. yard at Carleton Place, fell between the cars and the wheels passed over one of his legs, crushing it badly above the ankle and up to and above the knee. The leg was at once amputated. Mr. Quackenbush was only a few days on the road.

30/12/1892 Almonte Gazette Chalk River Carleton Place

Mr. George Quackenbush, the unfortunate railroader who met with an accident a week ago near Carleton Place dies from his injuries and was buried on Christmas Day. Deceased was a popular Oddfellow, and the brethren attended the funeral in a body. The widow is left to mourn over his death.

06/01/1893 Almonte Gazette Chalk River Renfrew

A brakeman named Dupont, while coupling carts on the C.P.R. a few days ago at Renfrew, had two of his fingers badly crushed.

13/01/1893 Renfrew Mercury Chalk River Arnprior

It is rumored that the O. & P.S. and C.P. railways will build a union station at Arnprior. This has set some of our enterprising local citizens wondering whether the Corporation of Renfrew will have any influence of inducing the two companies to build a union station here too.

10/02/1893 Almonte Gazette Chalk River

A C.P.R. brakeman named McNeil, while the Soo train was passing over a bridge north of Renfrew, looked out of a window to see if there were any "hot boxes" and was knocked off the train. The wounded man was taken to Arnprior.

17/02/1893 Renfrew Mercury Chalk River Renfrew water

Mr. H.B. Spencer, assistant superintendent of this division of the C.P.R. was in town on Monday, and had an interview with Mr. A.A. Wright, asking him to furnish an estimate of what he would charge to supply water from his well at the elevator for a tank which the Company proposes to build soon at the Renfrew station. The tank will probably be built near the elevator; and a pipe will then be run down east of the K. & P.R. station: so that the engines can be filled with water at either end of the yard. In this way no time will be wasted with passenger trains. If Mr. Wright does not feel sure of being able to guarantee a sufficient supply of water, the company will run a pipe to the river. There is some prospect, also, of the new union C.P.R. & K. & P. union station being proceeded with shortly; and as Mr. Wright will have his all night electric service inaugurated during the coming summer, it is almost certain that the Company will have the new station lit by electricity, and all the switch lamps operated by the electric current.

01/05/1893 Canada Lumberman Chalk River Carleton Place

An average of twenty car loads of lumber a day is now being shipped from the yards of the Canada Lumber Company at Carleton Place. Most of it goes to the Standard Oil Co., of New York.

05/05/1893 Renfrew Mercury Chalk River Renfrew

About nine o'clock Thursday morning the residents of the Plaunt section of Renfrew were startled by a report of a cannon like force. Hasty inspection showed there had been an accident of some sort on the C.P.R. line - a large flat-car standing high in the air. It seems that the A. & N.-W. engine with a box car attached was being shunted, and a line of flat cars being obscured from the engineer's view, he dashed his engine and car into them with considerable force. The brakes were on the flats and the first car of the line was simply doubled up like card board, the large timbers being snapped in half; and the iron-work being bent in all directions. The box car was slightly damaged, and the hind trucks forced off the rails. The damaged flat overhung the C.P.R. main line, but was quickly pulled away from its dangerous position.

12/05/1893 Renfrew Mercury Chalk River Renfrew

At the meeting of Council on Monday evening, the Reeve presented the following correspondence:
To C.P.R. Van Horne, April 27th 1893.

Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior and Parry Sound Railway.

I understand that the road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable, if possible to have a union station. The site chosen for the station of the O.A. & P.S. Railway is central enough, but I think public interest and the interests of both roads would be served by a union.

I have not yet officially communicated with the O.A. & P.S. Ry. Co., but private citizens have, and I believe they are favorable if it can be arranged.

I would be much obliged if you would indicate your views on the matter, and, if favorable to the proposal, let me know when I could meet your representative.

Response from T. Shaughnessy, May 8th, 1893.

Referring to your letter of April 27th. We know nothing about the railway to which you refer, and are not, therefore, prepared to discuss the question of terminal arrangements with them, for the present at least. We have some plans for improved station accommodation at Renfrew to be provided for the traffic of our own line, and which we expect to carry out during the current season.

19/05/1893 Almonte Gazette Chalk River Renfrew

Crushed Between Cars.

From The Herald we learn that Brakeman C.D. Bingley, of Carleton Place, was badly squeezed between a car loaded with lumber and a box car at Renfrew on Monday. His breast was crushed, his cheek bone crushed in and a deep scalp wound inflicted across the forehead. A doctor attended his wounds and a special train took him to Ottawa, where he is being treated in the hospital. Although seriously hurt he may recover, if his constitution is strong enough to withstand the shock. Mr. Bingley is an unmarried man of about 30, and came from Poland two years ago. He is an Odd Fellow - a member of Stella Lodge C. Place.

19/05/1893 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

Where the landslide took place on the C.P.R. on McCann's farm, near this place, the continual wet weather has caused the clay to settle, and it is being closely watched by the railway men here.

29/05/1893 Ottawa Citizen Chalk River Pakenham

The C.P.R. embankment near Pakenham is again giving the company much worry. The heavy rains and high waters have exposed the trestle work to some danger from landslides. Trains run slowly over it. The place will be thoroughly refilled when the waters abate.

02/06/1893 Almonte Gazette Chalk River Snake River

Mr. George Eckford, Snake River, had six head of cattle killed on the C.P.R. track the other night.

23/06/1893 Almonte Gazette Chalk River Pembroke

A new C.P.R. freight shed is to be built at Pembroke.

07/07/1893 Renfrew Mercury Chalk River Admaston

(The C.P.R.) are also putting in a siding at Admaston.

04/08/1893 Almonte Gazette Chalk River Carleton Place

Orders have been issued for the erection of fifteen coal chutes at Carleton Place. At present the locomotives have to be filled by the slow bucket process.

11/08/1893 Renfrew Mercury Chalk River Renfrew

The C.P.R. Engineers' office in Renfrew was closed this week. The officials have been removed to Mattawa, to be nearer the work now going on in the Temiscamingue district.

18/08/1893 Almonte Gazette Chalk River Renfrew

ARNPRIOR NEWS

Mr. Spencer, of the C.P.R. came to town on Monday last in his private car. We understand that his business was in connection with the crossing of the O.A. & P.S. railway over the C.P.R. a short distance above the C.P.R. station here.

18/08/1893 Renfrew Mercury Chalk River Pembroke

Pembroke August. 16. On Monday evening last, C.W. Spencer, general superintendent of the Canadian Pacific railway, and Mr. H.B. Spencer, district superintendent, appeared before the town council in Pembroke, in regard to the erection of a new station there. Mr. C.W. Spencer addressed the council in regard to the new station and grounds as well as to the other improvements which the company intended making. The new station will be one of the best equipped on the road, with electric lights and excellent accommodation for the public. The new platform will be 800 feet long. The waiting rooms and other conveniences for travelling are to be of the most modern character. By a vote of seven to two the town council voted to close John street so as to enable the railway company to erect a new station on the proposed site, to lay out the grounds and complete the other contemplated improvements.

25/08/1893 Renfrew Mercury Chalk River Renfrew

Pembroke will get from the C.P.R. a new railway station, with a platform 850 feet in length. - Renfrew has a new platform, but where, oh where, is the long-talked-of station?

01/09/1893 Almonte Gazette Chalk River Pembroke

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station house at that town.

01/09/1893 Almonte Gazette Chalk River Almonte

Two stock trains passed through here this week for Montreal. They were shipped by Messrs. Gordon & Ironsides of Pilot Mound, Manitoba.

01/09/1893 Almonte Gazette Chalk River

A gang of workmen have encamped on the C.P.R. where the slide took place on Mr. McCann's farm last spring, to engage in the work of sliling the weak portion of the embankment and otherwise improving that portion of the track

07/09/1893 The Equity, Shawville Chalk River Pembroke water

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station at that town.

11/09/1893 Ottawa Journal Chalk River Pembroke

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station house in that town.

29/09/1893 Almonte Gazette Chalk River Carleton Place

An incoming freight ran into some empty box cars in the C.P.R. yard at Carleton a few mornings ago, and badly damaged the latter. Some of the cars were reduced to kindling wood. So say the Herald.

13/10/1893 Almonte Gazette Chalk River Arnprior

ARNPRIOR NEWS

On Tuesday last, while "shunting" on one of the McLachlin Bros'. Sidings a C.P.R. engine and tender went over a small trestle and now lies bottom up. Neither the fireman nor the engineer were hurt. As they jumped. They claim that a switch quite close to the bridge was left partly open, causing the engine to run off the track. A wrecking train and gang are busily engaged getting the engine, which is almost a total wreck, up out of the ditch.

13/10/1893 Almonte Gazette Chalk River

New steel rails, much heavier than the old ones, are being laid on the C.P.R. from Chalk River to Carleton Place. The road will also be reballasted.

13/10/1893 Renfrew Mercury Chalk River Renfrew

On Friday last the K. & P.R. express train did not leave Renfrew for Kingston owing to a smash at the turntable near the roundhouse. There was an engineer on the K. & P. locomotive who had not been at the Renfrew end of the line very often this summer, and he was not fully posted on the details of the arrangements by which the Atlantic and Northwestern trains use the K. & P. track and turntable at this point. Consequently, to get his own engine out, he turned a switch from the main line to the turntable siding.

The A. & N.W. train, fresh in from Eganville, came backing down the track as usual and before the hands realized the situation their train was on the turntable instead of the main line. The first coach dropped into the turntable pit and wrought considerable havoc - driving the table a foot off centre, and smashing the upright timbers.

The K. & P. engine could not get on to the track and its train was cancelled. The C.P.R. sent a wrecking car to the spot and Mr. Folger came out from Kingston. It was well on in the night when the damage was repaired. By the "rule of the road" the A. & N.W. (C.P.R.) is at the expense of the trouble. One of the A. & N.W. men has been suspended.

Also in the Ottawa Journal 19 October.

14/10/1893 Ottawa Journal Chalk River

New steel rails, much heavier than the old ones, are being laid on the C.P.R. from Chalk River to Carleton Place. The road will also be reballasted.

20/10/1893 Almonte Gazette Chalk River Renfrew

At Renfrew a few days ago, owing to someone having blundered, the A. & N. train ran on to the turntable instead of on to the main line. The first coach ran into the turntable pit and did considerable injury to the turntable.

20/10/1893 Almonte Gazette Chalk River Petawawa

The body of a new born infant was found on the C.P.R. track above Pettewawa [sic] one morning lately. It was ascertained that the child had been born alive, and it was suspected that it was dropped from the train, but beyond this nothing was learned.

10/11/1893 Ottawa Journal Chalk River

The work of laying the 72 pound rails on the main line of the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke.

ARNPRIOR NEWS

While shunting cars on the siding here Mr. Wm. Clark, a C.P.R. brakeman, had his hand badly jammed, one of his fingers being taken off.

24/11/1893 *Almonte Gazette**Chalk River**Snedden*

Trains Derailed.

The fast east-bound Soo train got off the track at Snedden's station at 3 a.m. to-day (Wednesday) owing to the rails spreading. An engine and tool-car went to assist in replacing the Soo train on the rails, but owing to the same cause they too got off the track. After a delay of five or six hours the track was ready for business again.

Wouldn't Hold Up.

When the Soo train was derailed at Snedden's early this (Wednesday) morning a brakeman was sent to Almonte to wire for another engine. This brakeman alleges that while he was walking along the track between here and Snedden's he was met by three men who tried to "hold him up," demanding his money. He fished out a revolver in a hurry, instead of spondulix, and put the trio to flight. It is a pity he did not take action to secure the arrest of the highwaymen.

Note. Spondulix is 18th century slang for money or cash.

30/11/1893 *Brockville Recorder**Chalk River*

The work of laying the 72 pound rails on the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke. A very large gang of men is employed and they will keep at it until the hard frost sets in this winter.

01/12/1893 *Almonte Gazette**Chalk River**Arnprior*

Mr. Edward Carroll a C.P.R. brakeman., had his arm badly crushed on Monday night when coupling cars at Arnprior.

15/12/1893 *Almonte Gazette**Chalk River**Pembroke*

Mr. S.J.Irvine, a C.P.R. brakeman, lost two fingers while coupling cars at Pembroke on Friday last.

09/02/1894 *Almonte Gazette**Chalk River**Carleton Place*

The C.P.R. shops at Carleton Place are now running full time.

20/04/1894 *Almonte Gazette**Chalk River*

The C.P.R. will build new stations at Arnprior, Renfrew and Pembroke.

04/05/1894 *Almonte Gazette**Chalk River**Pakenham*

Pakenham News

On Monday last (30 April) Mr. John Beaton, who has been tank-man for the C.P.R here, received notice that his duties would be performed by the baggage-master at the station. As Mr. Beaton has purchased property and spent considerable means on improving it, the action of the C/P/R. places him in a awkward position

01/08/1894 *Canada Lumberman**Chalk River*

An Ottawa paper states that considerable square timber from the upper Ottawa is being brought down from Arnprior and pembroke by the Canadian pacific railway this year to escape the expense which is involved in running the government slides ?? And other parts of the river. The timber is as a rule taken direct to Quebec where it is ready for shipment to the English market.

05/10/1894 *Almonte Gazette**Chalk River**Pakenham*

The local express going south on Thursday last, killed five cows at the Pakenham crossing

08/11/1894 *Kemptville Advance**Chalk River**Almonte*

Almonte is now a flag-station for Sault Ste. Marie trains,

30/11/1894 *Almonte Gazette**Chalk River**Arnprior*

ARNPRIOR NEWS

Engine No. 676 of the C.P.R. was here on Tuesday. It had upwards of 75 cars in its rear. The line of cars reached from the station to the bridge. The engine is said to be the largest on the road. It and No. 675 were exhibited in the World's Fair in 1893.

14/12/1894 *Almonte Gazette**Chalk River**Carleton Place*

When the large tank in the C.P.R.yard here was being cleaned out some weeks ago, three well developed fish, each five or six inches long. Were found. The peculiar part of the find is that they must have passed through the pump when quite small and developed in the tank, as they could get in no other way. They were quite healthy. - Carleton Place Herald.

18/01/1895 *Almonte Gazette**Chalk River**Carleton Place*

The C.P.R. shops at Carleton Place have been closed for an indefinite period.

08/02/1895 *Almonte Gazette**Chalk River**Snedden*

A derailed car at Snedden's on Wednesday caused the wrecking train considerable trouble before things were ut in ship-shape.

08/02/1895 *Almonte Gazette**Chalk River**Smiths Falls*

The express train from Ottawa on the C.P.R., while nearing Smith's Falls Monday, met with an accident which came near resulting disastrously to engineer Clendenning. One of the driving rods broke when a speed of 50 miles per hour was being maintained, and the revolving shaft acting as an iron flail did considerable damage. Fortunately no one was killed, and the train was only about half an hour late in reaching Brockville. A new engine was secured from Smith's Falls.

22/02/1895 *Almonte Gazette**Chalk River**Renfrew*

The C.P.R. intend to build a new station at Renfrew next summer.

19/04/1895 *Renfrew Mercury**Chalk River**Renfrew*

This week, Mr. Milward, the travelling freight agent of the C.P.R., in passing Renfrew, gave to Mr. W.M. Dickson, C.P.R. agent, the good news that Mr. C.W. Spencer had told him Saturday evening that the appropriation of money for the erection of a new station at Renfrew had been passed and that Mr. Spencer would be in Renfrew on the 25th to lay out the site. If the appropriation is to cover the plans prepared some time ago - by one of Montreal best architects - the structure will be of a kind to make it worth Renfrew's while to have had to wait for.

19/04/1895 *Almonte Gazette**Chalk River**Almonte*

The C.P.R. exhibition car will be at Almonte station Wednesday and Thursday May 15th and 16th, and will be open to the public from 9 to 12 a.m. and from 1 to 6 p.m. each day. Admission free to all.

PAKENHAM NEWS

According to the notice given by the C.P.R. Co. their exhibition car will be on exhibition here on Saturday 11th. inst. L.O. Armstrong Colonization Agent for the Co. will deliver a lecture in the Town Hall here at 7.30 p.m. on the advantages and resources of the great North-West.

17/05/1895 *Almonte Gazette* *Chalk River* *Almonte*

The C.P.R. exhibition car has been here for two days, and has attracted many visitors who were greatly pleased with the display of the caried produces of the Algoma, the Nipissing District and the North-West

12/07/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

Messrs. Spencer of the C.P.R., and Folger of the K. & P.R., were in Renfrew on Wednesday evening of last week, choosing the site of the new C.P.R. station here. It will be just about on the spot where the K. & P.R. station stands; and will serve as passenger station for both railways. We understand that the contract for the building has been awarded to Mr. J.W. Munroe, of Pembroke. The structure will be 90x40 feet and of Sand Point stone. Also in the Shawville Equity, 18 July.

19/07/1895 *Almonte Gazette* *Chalk River* *Renfrew*

A site has been selected for a new C.P.R. station at Renfrew. It will be 90x40, and of Sand Point stone.

01/08/1895 *Kingston Weekly British W* *Chalk River* *Renfrew*

J. W. Munro, Pembroke, has been awarded the contract for building the new C. P. R. Station, Renfrew. It is to be on the site of the K. & P. station and is to be used by both roads.

30/08/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

Work on the new station is being rushed under the personal supervision of Mr. J.W. Munro. The old K. & P.R. railway station has been temporarily removed to the western side of the street to facilitate operations. The work of trenching for the foundation has been sub-let to Mr. Thos. Henderson, and he has a large gang at work. The building of the foundation has been sub-let to Mr. J.A. Jamieson; and he will build it of Renfrew graniite. Several car loads of the darker Sand Point stone for the superstructure have already arrived; whilst Messrs. Moffatt & Co. have men at work unloading cars of lumber to be used in the work.

06/09/1895 *Eastern Ontario Review* *Chalk River* *Renfrew*

Work has commenced in the station yard, Renfrew, in preparation for the building of the new C.P.R. station. The first step was the tearing up of one of the K. & P.R.R. tracks and the removal of the K. & P.R.R. station.

13/09/1895 *Almonte Gazette* *Chalk River* *Smiths Falls*

Driver Hyndman, C.P.R., met with a bad accident at Smith's Falls last Monday. His train was goig up an incline near one of the crossings and began to stop. As soon as Mr. Hyndman noticed the fact he jumped off andthrew some sand on the rails. In the act of throwing a handful he fell forward by some means, and his hand, coming under the wheel, was cut off. Much regret is felt for the unfortunate man, as he is very popular and a good and steady citizen.

13/09/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

The doors and window frames of the new C.P.R. station are placed in position and the walls are climbing up. A line of Renfrew granite will span the building on a level with the window sills, and set off the darker stone of the building to great advantage.

11/10/1895 *Almonte Gazette* *Chalk River* *Carleton Place*

On Friday last a brakeman in the C.P.R. yard at carleton Place, named Seymour Bradford, while coupling cars, had his arm broken close to the shoulder. He suffered other serious wounds.

25/10/1895 *Almonte Gazette* *Chalk River* *Haley's*

Last Saturday night, while coupling cars at Haley's Station, Thos. Willoughby, a C.P.R. brakeman lost his forst finger and part of his thumb.

25/10/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

The work on the C.P.R.'s new station -- is being rushed with vigor. -- and the roof will probably be on the station by the end of the week. After the rafters on the station were first laid, orders were given to make a change and raise the roof five feet in the centre. This has been done, to the undoubted improvement of the appearance of the building. As the order for the change came just after the official car had gone by, it is surmised that President Van Horne's good eye for form was responsible for the change. Also in Shawville Equity, 31 October.

29/11/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

Work on the interior of the new C.P.R. station is progressing steadily, and station master Dickson is in hopes that he will sell Christmas tickets within its walls. It will be heated with hot water; and the furnace and fittings are being placed in position this week. There will be plenty of room for a crowd in the waiting room; and the ladies waiting room will be carpeted.

10/01/1896 *Almonte Gazette* *Chalk River*

It is said that the C.P.R. Co. will shortly build a new station at Arnprior. When will Almonte's turn come? A larger and better one is badly needed here.

07/02/1896 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. moved into the new station on Saturday night last; and now the officials transact their business in both style and comfort. The ladies waiting room is a ready handsomely carpeted, and will be curtained and otherwise "furnished."

14/02/1896 *Almonte Gazette* *Chalk River* *Renfrew*

The Renfrew C.P.R. officials have moved into their new station.

14/02/1896 *Renfrew Mercury* *Chalk River* *Cobden*

The C.P.R. moved one of its baggage sheds from Renfrew to this place on Friday last, and placed it on the south side of the track opposite the station. It will improve the appearance of the station grounds here providing that they veneer it. Cobden Sun.

27/03/1896 *Almonte Gazette* *Chalk River* *Hale Bridge*

The Pembroke Standard says: On Sunday while west of Hale's Bridge, the driving rod of an engine hauling a freight train broke and dashed through the cab, knocking a hole in the boiler and throwing the fireman off into the snow. Mr. Stagg, the engineer, seeing that it was dangerous to shut off the steam, climbed off on the cars behind and let the steam exhaust itself, which it did after the engine ploughed along the side of the rails for about a mile, and came to a standstill opposite the gate of the Bell farm.

Note. Hale Bridge is west of Pembroke

03/04/1896 *Almonte Gazette* *Chalk River* *Carleton Place*

While shunting in the C.P.R. yard here last Thursday evening Mr. Edward Doyle fell from the top of a box car and fractured two small bones in one of his feet. He will probably be incapacipated for some weeks - Herald

A New Station Wanted.

If another deputation could use their persuasive powers on the C.P.R. executive and induce them to replace the building that does duty as a station here with one in keeping with the importance of our town and the large business done by the company in Almonte, the business and traveling public would rise up and call them blessed. No town that we know of has a meaner station than the one right here; and no town that we know of deserves a better one. Come, now, gentleman, give us a decent building and accommodation commensurate with the big business you do here.

17/04/1896 *Almonte Gazette* *Chalk River* *Almonte*

Suing the C.P.R. Co. for \$5,000

On Dec 27th, Robert French of Calabogie got into a word quarrel with a Yankee on board the C.P.R. going east. Some passengers complained of their loud wrangling, and the conductor ordered Mr. French to leave the car. He refused, and the trainmen ejected him, but in doing so, his leg was broken. He was dropped off the train at Almonte. He now sues the company for \$5,000 damages. The defence will be that Mr. French's leg was broken after he had been put off the train at Almonte.

See Almonte Gazette 29 January 1897 and 9 April 1897

24/04/1896 *Almonte Gazette* *Chalk River* *Arnprior*

It is said that Arnprior will shortly have a new C.P.R. depot, built of stone. When will Almonte's turn come?

03/05/1896 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS

According to the notice given by the C.P.R. Co. their exhibition car will be here on Saturday 11th inst. L.O. Armstrong, Colonization Agent for the Co., will deliver a lecture in the Town Hall here at 7.30 p.m. on the advantages and resources of the North West.

17/05/1896 *Almonte Gazette* *Chalk River* *Almonte*

the C.P.R. exhibition car has been here for two days, and has attracted many visitors, who were pleased with the display of the varied products of Algoma, the Nipissing District and the North-West.

22/05/1896 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. station flower garden has been fenced in and seeded down. The beds for the flowers have been prepared and the flowering plants from the Ottawa greenhouses will probably arrive for planting out this week. The place may be sodded as well as the grass sown. The station itself is at present being tuck pointed, and when it is finished will present a very handsome exterior.

05/06/1896 *Ottawa Free Press* *Chalk River* *Arnprior*

The C.P.R. has decided not to build a new station at Arnprior as announced some time ago. Instead of doing so they are renovating the old one with the object of using it for another 12 months.

06/06/1896 *Renfrew Mercury* *Chalk River* *Arnprior*

From the Arnprior Semi-Weekly News.

The C.P.R. have decided not to build a new station here this year, instead they are patching up the old one for another year. Plasterers are at work now, and will make room for the painters next week. The walls and ceilings are to be painted a bright yellow, the wainscoting will be a darker shade of the same color.

24/07/1896 *Almonte Gazette* *Chalk River*

The water gauge of the C.P.R. engine driven by Edward McKenna, of Mechanicsville, burst on Friday last, and a piece of the flying glass destroyed the driver's eye.

28/08/1896 *Almonte Gazette* *Chalk River* *Pembroke*

On Tuesday night of last week, about midnight, as a C.P.R. freight train was coming into Pembroke from the west, an axle broke and the van with one car was precipitated into Allumette Lake. Apart from the tearing up of the trestle bridge and the destruction of the two cars no damage was done and traffic will not be impeded.

18/09/1896 *Almonte Gazette* *Chalk River* *Pakenham*

PAKENHAM NEWS

The C.P.R. station here is undergoing some repairs, but it is a new respectable-looking station that is needed.

02/10/1896 *Renfrew Mercury* *Chalk River* *Arnprior*

The platform of the C.P.R. Arnprior station at the ends and at the north side has just been rebuilt, and citizens regard it as additional evidence that a new station is not on the cards. Arnprior Chronicle.

30/10/1896 *Almonte Gazette* *Chalk River* *Haley's*

A pitch-in took place on the C.P.R. at Haley's on Saturday last. Three or four cars were destroyed, but no lives were lost.

06/11/1896 *Almonte Gazette* *Chalk River* *Cobden*

Mr. A.F. Chapman, the well known C.P.R. passenger conductor of Ottawa, got badly hurt at Cobden station on Sunday of last week. He slipped on the frosty platform, striking his head on the steps of the moving train, with the result of severe injuries to his back and head, and left eye badly bruised and cut.

27/11/1896 *Ottawa Citizen* *Chalk River* *Carleton Place*

Carleton Place council has decided to grant the C.P.R. a \$20,000 bonus if they will extend the car shops in that town.

28/11/1896 *Ottawa Journal* *Chalk River* *Carleton Place*

The local papers advertise a by law authorizing the corporation to borrow \$20,000 to be given to the C.P.R. as a bonus to induce the company to put up permanent shops here to do the repairs of the eastern division of the road. There is little doubt but the ratepayers will give their sanction to the agreement on Dec. 18th.

The C.P.R. have removed their telegraph office to Mr. Kibbie's ticket office.

04/12/1896 *Almonte Gazette* *Chalk River*

Mr. A. Neilson of Carleton Place has been appointed by the C.P.R. local inspector and adjuster of watches for the division extending from Ottawa to Chalk River.

25/12/1896 *Almonte Gazette* *Chalk River* *Carleton Place*

A by law to grant a bonus of \$20,000 to the C.P.R. Co. towards building permanent shops was carried in Carleton Place last Saturday. The vote was almost unanimous being 499 for the bylaw and only 6 against it. The carrying of the bylaw means the expenditure of at least \$40,000 in buildings next year by the C.P.R. in Carleton Place.

15/01/1897 *Almonte Gazette* *Chalk River*

Commencing today, standard time will be sent daily for the whole C.P.R. system from the Dominion Observatory, Toronto, and each station clock must be regulated by this time. Every employee must compare his watch with the station clock at least once a day.

French vs. C.P.R. - Won by the Co.

Doctor. Lynch and Messrs. Little and Colquhoun, of this town, went to Ottawa last week as witnesses in the suit in which Robert French, an Ottawa man, sued the railway company for \$5,000, alleging that in being forcibly ejected from a C.P.R. passenger car at Almonte while on his way to Ottawa his leg was broken. The company claims that French was intoxicated and acting very disorderly on the train, and was only put off after repeated warnings. They also say that he was seen walking around after he was put off. To combat this statement the plaintiff brought medical testimony to show that it was quite possible for a man with a broken leg to walk for a while if he were wearing a long legged boot. The jury returned a verdict to the effect that the company's officers were justified in ejecting French, but that the ejection was responsible for breaking his leg. This was equal to a verdict for the plaintiff, and the judge sent the jury back to assess damages, telling them at the time that the verdict was very unsatisfactory, and if jurors continued to bring in such verdicts the Legislature should see that such trials are made non-jury. The jury came back with a verdict that the plaintiff broke his leg after he left the train and judgment was accordingly given for the Co. It is said that the case will be appealed.

See Almonte Gazette for 17 April 1896 and 9 April 1897.

06/02/1897 *Ottawa Journal**Chalk River**Pembroke*

The C.P.R. Co. have a surveying staff at work in their yards here. It is the intention of the company to erect a new depot here in the spring.

12/02/1897 *Renfrew Mercury**Chalk River**Pembroke*

From the Pembroke Standard. Mr. C.W. Spencer, general superintendent of the C.P.R., has written to the secretary of the Pembroke Board of Trade, stating that he has been authorized to prepare plans and estimates for the building of a new station, and that he hopes to secure the money necessary to commence the building of the station at the opening of spring.

12/02/1897 *Almonte Gazette**Chalk River**Pembroke*

The C.P.R. Co. will erect a new depot at Pembroke in the spring. When will they give travellers to and from Almonte decent station accommodation?

05/03/1897 *Almonte Gazette**Chalk River*

The local train from the north on Monday morninh had attached to it a damaged passenger coach. While a train was running near Pettewawa a day or so previously this car, in which were several passengers, was thrown from the track by a broken axle, and in this condition it ran for nearly nine miles. No one was hurt.

12/03/1897 *Renfrew Mercury**Chalk River**Carleton Place*

There is much talk, as spring draws on, of the new C.P.R. shops, and the presence in town on Saturday of Mr. J.W. Munro, of Pembroke, the well known C.P.R. contractor, gave rise to the supposition that he was here with a view to looking over the ground. Be that as it may, we have the assurance on good authority, that the buildings are to be on a very extensive and substantial basis, and are to be not only a benefit but an ornament to the town from an architectural standpoint. - Carleton Place Herald.

17/03/1897 *Ottawa Free Press**Chalk River**Carleton Place*

J.W. Munro, contractor of Pembroke, has received the contract for the C.P.R. workshops and round house at Carleton Junction. The contract price was between \$30,000 and \$35,000.

18/03/1897 *Ottawa Citizen**Chalk River**Carleton Place*

The new C.P.R. roundhouse and workshop at Carleton Place will be built by Mr. J.W. Munro of Pembroke. The estimated cost of the work is \$35,000.

26/03/1897 *Renfrew Mercury**Chalk River**Carleton Place*

Mr. J.W. Munro, of Pembroke, has received the contract for building the new C.P.R. workshops in Carleton Place. The contract price is said to be between \$30,000 and \$35,000.

26/03/1897 *Perth Courier**Chalk River**Carleton Place*

Mr. J. W. Munro, of Pembroke, has received the contract for the new C. P. R. shops here. The buildings are to be of stone, and will be first class in every respect. Mr. Munro was in town yesterday morning, and whilst here was besieged by a small army of mechanics of all classes from all along the line, looking for employment. We understand work is to be commenced forthwith, and construction will be rapid. Carleton Place Herald.

02/04/1897 *Renfrew Mercury**Chalk River**Carleton Place*

Between 150 and 300 men gathered at the C.P.R. station at Carleton Place one morning recently, they ask Mr. J.W. Munro for work on the new railway shops there. They had heard that he was coming down by that train.

09/04/1897 *Almonte Gazette**Chalk River**Almonte*

James French, of Ottawa, who sued the C.P.R. Co., for \$5,000 damages for having his leg broken when put off the train at Almonte station last year, and lost his suit in the first trial, appealed to a higher court. The Divisional Court at Toronto has just dismissed his appeal.

See Almonte Gazette 17 April 1896 and 29 January 1897

09/04/1897 *Almonte Gazette**Chalk River**Carleton Place*

A Hair - Lifting Scare.

A frightful accident was narrowly averted in the Carleton Place C.P.R. shop yards Saturday. The mast and arm of a derrick were at work hauling another great derrick into place, when an iron pin driven deeply into the rock to hold a guy rope broke, and the whole business fell with a terrific crash. Several men saw the impending doom, and flew for their very lives. The C.C. says: Old Mr Holmes was caught between the mast and arm, exactly between them, and got off with just a most painful sensation of noise and dust and narrow escape. Mr. Henry Doherty was only three feet from the danger line, and his hair lifts his hat yet, when he thinks of it. The mast fell across a heap of ashes, on the other side of which stood Mr. McGonigle's horse and wagon. The timber struck the horse across the withers and knocked it down, but the mound broke the crash and saved the animal's life. The mast was broken in three or four pieces. Nobody could be held responsible.

16/04/1897 *Almonte Gazette**Chalk River**Carleton Place*

Mr. F. McEwen of Beckwith, father of Mr. H. McEwen of this town, has received the contract for supplying all the cut stone to be used in building the new C.P.R. shops in Carleton Place.

23/04/1897 *Renfrew Mercury**Chalk River**Carleton Place*

The new shops have blown a favorable breeze in Sandy McLean's direction. Mr. Munro, the contractor, finding that the pine and spruce masts has had been using kept breaking and delaying him, tried a rock elm from Mr. McLean's farm. It was long, strong and small, the ideal timber for his business. He struck a bargain with Mr. McLean, and that gentleman has delivered seven or eight, running from 48 to 68 feet. Each one took four horses.

30/04/1897 *Almonte Gazette**Chalk River**Almonte*

A single engine pulled 56 empty freight cars northward through here on Sunday.

07/05/1897 *Almonte Gazette* *Chalk River* *Chalk River*

The C.P.R. has granted a freesite for s Presbyterian church at Chalk River.

11/06/1897 *Almonte Gazette* *Chalk River* *Pembroke*

Yesterday forenoon a somewhat unusual sight was witnessed at the station, when a C.P.R. special pulled up. The special contained some hundred Galicians bound for the North West Territories, and the peculiar aspect and dress of the party excited no end of wonder and comment from the crowd present. The men wore long hair, streaming on their shoulders, and sheepskin coats, in which they profusely perspired, while the women, though they too wore the sheepskin upper garments were barefooted and bare legged to the knee. Some of the party were badly in need of good dose of soap and water and one could not help coming to the conclusion, after looking at these immigrants, that there are worse places to live in than this Canada of ours.- *Pembroke Standard*.

25/06/1897 *Almonte Gazette* *Chalk River* *Renfrew*

Renfrew News

An engine and four cars were derailed at the lumber yard on Tuesday morning. There was but little damage done.

Note - no mention as to whether C.P.R. or O.A. & P.S. R.

28/07/1897 *Ottawa Journal* *Chalk River* *Carleton Place*

Fire broke out in the C.P.R. workshops here last night at 8.30. The building occupied as a carpenter shop, with all the tools, also one containing a large quantity of dry lumber, were consumed. One end of the coal shop was also destroyed. Loss not estimated yet.

Also reported in the *Ottawa Free Press* same wording.

29/07/1897 *Ottawa Citizen* *Chalk River* *Carleton Place*

Mr. Robert Shaw, whilst engaged in boiling tar at the C.P.R. shops in Carleton Place, on Saturday, had one of his arms severely scalded. Mr. Shaw is now in the hospital here.

30/07/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

FIRE AT CARLETON PLACE.

The C.P.R. Shops Ablaze, But the Flames Subdued Without Great Damage - Loss About \$2,000.

Almonters were agitated on Tuesday night when they saw a great red reflection in the sky in the direction of the junction town. The cause is given in the following, written in true Central Canadianic style:

Shortly after eight o'clock last evening terrific whistling from several locomotives and from the shops told the tutored ear that a fire was underway at these buildings, and as the learned ones in startled tones gave the alarm, there was soon a wild rush in that direction. In a few minutes the air was illuminated and the vault of the heavens ablaze with the reflection. At the hour mentioned Mr. Geo. Hawley, driver, sitting on his engine, saw a puff of blaze in the carpenter shop and instantly gave the alarm with his whistle. Mr. Thos. Rigby at the engine in the shops caught the signal and hurled its potent and well-trained voice into the air. Then the bells up town repeated the fiery refrain. Every railroader knew well the portent of the sounds, and, dropping his occupation, sped along the lurid path of duty. Early on the spot was Capt. John Rigby, of the shops' brigade, and in methodic haste he got his panting team into shape with a couple of streams. Meanwhile the Ocean Waves turned out in what could be called glorious array. Every man was at his appointed place. Unfortunately the hour was destitute of horses for the engine, so that the men were compelled to buckle the harness of endeavor on themselves and haul the giant mass of iron and steel through the rain-soaked, unlighted streets to the McLaren yard, whence, in the briefest spell, they issued two powerful streams. The carpenter shop consumed briskly. It was but a few yards from the main shops, and to save these was the almost superhuman aim of the men. Against the noble effort also was the wind, which blew from the south directly upon these buildings, and which carried not only intense heat, but a sky full of sparks. However, while the two brigades fought with water others pulled away the inflammable material connecting. One of the most thrilling scenes was the entrance of the shunter into the burning area, coupling to a locomotive whose cab was burning briskly, and hauling it and several cars out of the jaws of destruction. Before this event many cars were taken out of the danger lines and put into secure sidings. Every man did something of vital importance, on the ground or on the tops of the buildings with pails of water. The carpenter shop with its wealth of men's and the company's tools, soon became a mass of charred cinders, not a single tool-chest was saved. As its life was dying, it gave birth to a new fire in the lumber storehouse, and this was quickly a hot centre, its supplies of prepared car top roofing and oak timber going up in smoke, except what the men were able previously to snatch out. In all four streams were employed, and it was well upon midnight before there was full relaxation. The water supply was abundant till 10:30. Mr. Welsh was not at the pump house at the alarm, but he hurried to his task and kept pumping all the lifelong night. There are several tanks on the grounds connected with each other, and as all were full, the supply was inexhaustible practically. Both Mr. Elliot and Mr. Fulton were away from town, but Mr. Dixon was there all alert, energized for the epoch, the man for the emergency. Mr. Begley was also here and there and all over, aiding brilliantly by precept and example. The hills on the east side, the platforms, the piles of timbers and the passenger coaches made fine observation points, and were all crowded. The stores in town went shut with a click when it was known the shops were on fire. The end of the coal chute was on fire several times. The new shops were not touched; indeed were not in danger a single moment, though one can scarcely imagine how far north the fire would have torn its way had the old main buildings caught. It is possible the freight shed might have been involved. No one can say what started the fire. Mr. Hurdis and his family was sitting nearby on the grass, and he agrees with Mr. Hawley that there was an explosion and the whole carpenter shop was on fire. It was very likely, however, to have been a spark from a locomotive. The greatest sympathy is felt for the carpenters who lost their outfits. Among them we can recall are Messrs. John Willis, foreman, Robert McLenahan, Alex. McLaren, James Jackson, James Nolan and Thos. Carson. One Carpenter got home from work just as the alarm sounded. Two box cars just completed were in the shop and were lost. Had the new shops not been underway citizens would have viewed the fire with the deeper concern. Mr. MacMillan was cut in the head by flying boards at the storehouse. The doctors inserted two stitches. The whole fire was beautifully managed. There wasn't a hitch. The rain of the day was a valuable help. The loss to the company would be less probably than \$2,000.

04/08/1897 *The Record, Chesterville* *Chalk River* *Carleton Place*

Fire broke out in the CPR workshops in Carleton Place last Friday night at 8.30. The building, which was occupied as a carpenter shop, with all the tools, and also containing a large quantity of dry lumber, was consumed. One end of the coal shed, was almost destroyed.

08/08/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.P.R. Co.'s loss by the fire at Carleton Place last week amounted to \$7,200 and the loss of the men's tools would bring the total to \$8,000.

13/08/1897 *Brockville Recorder* *Chalk River* *Carleton Place*

The C.P.R. Co.'s. loss by fire at Carleton Place last week amounted to \$7,200 and the loss of the men's tools would bring the total up to \$8,000.

02/09/1897 *Ottawa Journal* *Chalk River* *Pembroke*

Pembroke. Work on the fine new C.P.R. station here is progressing rapidly. When completed, the new building will be commodious, handsome and well appointed, and more in keeping with this, the most progressive town in the Ottawa valley.

10/09/1897 *Almonte Gazette* *Chalk River* *Pembroke*

The C.P.R. Co. Are building a new station at Pembroke.

15/10/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

The new C.P.R. shops at Carleton Place will be ready for occupancy next week.

There are over 7,000 panes of glass in the new C.P.R. shops at Carleton Place.

22/10/1897 *Renfrew Mercury* *Chalk River* *Pembroke*

Pembroke

The evening train on Wednesday stopped for the first time at the new station, the platforms in front being completed.

05/11/1897 *Almonte Gazette* *Chalk River*

The Herald says: "Whilst coupling cars in the C.P.R. yard last Wednesday night Mr. Andrew Armour got his right hand squeezed so badly that he had to have the hand amputated at the first joint and the first finger at the second joint. Much sympathy is felt for Mr. Armour as it is only a few weeks since he had his house destroyed by fire. Dr. Sinclair dressed the injured hand; and reports it doing nicely.

05/11/1897 *Almonte Gazette* *Chalk River* *Arnprior*

The Arnprior newspapers report that the C.P.R. Co. will have a new station built in that town next spring. We trust Almonte will be "in it" to the same extent. Goodness knows both towns require one badly enough.

12/11/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.P.R. workmen at Carleton Place have moved in to the new shop.

19/11/1897 *Almonte Gazette* *Chalk River*

A miniature wreck occurred at Annable's crossing, Carleton Place, on Thursday morning in which T.A. Van Allen. Switchman, was nearly killed. Cars were being shunted on the siding. When crossing a culvert one of them became derailed and was thrown into the ditch. Van Allen, who was standing on top of the car, was thrown into the culvert, and when picked up was thought to be dead. Doctors hastily removed the man to his home, and now reports are that he will recover.

03/12/1897 *Almonte Gazette* *Chalk River* *Pembroke*

Three small boys were summoned by Police Magistrate Mitchell, of Pembroke, last week on the serious charge of throwing stones at a train, and breaking two panes of glass in a baggage car. It cost the parents of the youngsters \$7.00 each to get them out of the clutches of the law.

18/02/1898 *Almonte Gazette* *Chalk River* *Pembroke*

While coupling cars at the Pembroke station last week Mr. William Wilson was seriously injured and had a narrow escape from death. One train was moving east and another west on the siding, and while he was getting on to one train he was struck in the back by the hand bar of the van of the other. He was injured in the back and chest, and spat blood freely. Medical aid was hastily summoned, and the same day he was able to be taken to his home at Carleton Place, where he is recovering.

08/04/1898 *Almonte Gazette* *Chalk River*

Mr. J. Fumerton, a C.P.R. brakeman, had one of his hands severely injured the other day while coupling cars.

20/05/1898 *Eastern Ontario Review* *Chalk River*

The C.P.R. have decided not to build a new station at Almonte this year. Arnprior will get a new station.

02/06/1898 *Kemptville Advance* *Chalk River* *Arnprior*

Arrested then Liberated.

After burglars made a raid on the Arnprior C.P.R. depot last week instructions were given station agents and other employes to look sharp for suspicious looking tramps and have the same arrested. One day last week five put in an appearance along the railroad track here and Constables Seely and Sweeney were ordered to arrest them. They did so and were brought before Reeve Taylor. They appeared to be greatly astonished to think they would be arrested simply because they were traveling on foot to their work. The Reeve gave them their liberty with the distinct understanding that they were to get out of town forthwith..

08/06/1898 *Ottawa Free Press* *Chalk River* *Braeside*

Gillies Bros. new mill at Klondike Point, commonly known as Black Point, Braeside, is almost complete says the Perth Courier. -- Four sidings will be run in from the C.P.R. track, which permits of the lumber and shingles being handled from the piles to the cars.

18/06/1898 *Ottawa Journal* *Chalk River* *Arnprior*

BULLETS FLEW

Exciting Fight Between a C.P.R. Operator and Burglar

ARNPRIOR THE SCENE OF ANOTHER "HOLD UP"

Seven Shots Fired at the Daring Intruder

A Door Saves the Thief from a Shower of Bullets - Operator Escaped Through a Window and Left the Till to be Rifled

(Special to The Journal)

Arnprior, June 18. The C.P. R. station here was again burglarised at one o'clock this morning. The night operator, Mr. McGuire, had a very narrow escape, for while fleeing - through the window two shots were fired at him, neither taking effect. In all nine shots were fired, seven by McGuire and two by the burglar. The contents of the till - some fifteen dollars - was taken. So far there is no clue to the thief. A large party searched for him for hours. This is the second burglary inside of one month. The last was on the 24th, of May.

Bullets Flew.

Operator McGuire was busy at his desk, and hearing some one enter the station door, looked up and saw a masked man holding a revolver.

McGuire at once made a movement for his pistol; but the intruder said: "Don't draw or I fire," to which the plucky operator answered: "I don't 'fear,' and fired on the man who then got behind the door which opens toward the operator's desk. McGuire then fired five more shots at the man behind the door, but they seemed to have no effect, so remembering himself he edged round behind the stove; which is in line with the door and the window. The robber then fired two shots and McGuire, firing his last one, sprang through the window and over to Gillan's boarding house for help. The two shots fired by the burglar had gone through the window, and striking this house had aroused the occupants, who soon assisted the operator in getting the station agent, the chief of police and others, who repaired to the station, when it was found that their man had turned out the lights and taken not only the money in the till, but the till as well.

While the party were examining the premises a strange man walked in, whereupon McGuire exclaimed "You're the man." The chief at once arrested him and lodged him in jail to await further developments.

Masked man at Arnprior.

CPR station robbed again but under a heavy fire.

Arnprior June 18. Last night at ten minutes to 12 the masked man visited the CPR station again. The operator, Mr. McGuire, was sitting at his table writing, when the masked man walked in and ordered him to hold up his hands. McGuire, instead coolly put his pen in his inner pocket and reached for his revolver when he was told that if he pulled it "he was a dead man", but like a flash he began to fire and did not stop until he had fired seven shots. The masked man got behind the door, and so escaped but fired on McGuire as he had to reach the window but he missed McGuire but knocked out two panes of glass. McGuire jumped out calling for help and ran to his boarding house which is quite near the station, where he soon got a number of the men to go back to the station with him, but by that time the burglar had gone taking the till with him which he had broken open. Constable Cameron of Ottawa came up by the first train, but so far no trace of him has been found, but the till, which he had thrown away on Tierney Street a short distance from the station.

Also reported in Ottawa Free Press 18 June.

24/06/1898 *Almonte Gazette**Chalk River**Arnprior*

Robbery and Shooting.

Another daring and successful attempt to rob the Arnprior station occurred Friday night. When operator McGuire was alone a masked man opened the door about 12 o'clock and demanded the money of the till. McGuire replied by emptying his seven shooter at the burglar, who took refuge behind the door to escape being shot, and re-entered immediately afterwards. McGuire knowing it would take too long to reload jumped out of the rear window. The burglar fired two shots after him and proceeded to break open the cash drawer and make away with the contents. The first shot wakened the residents nearby, and Mr. T. Lloyd went for chief Dodds and Mr. R. Jamieson. By this time quite a number of men were on the scene. Chief Dodds was one of the first to arrive and he arrested a man who was sleeping in the waiting room until the shots awoke him. The latter stated that the burglar had made of in the direction of the Havey section, where the cash box and the tickets were found early next morning. \$14 were taken. It is the opinion of many that it is a resident of the town who is committing the deeds. The C.P.R. constables, Cowan and Flanigan, were sent up from Montreal to investigate. They left again yesterday morning. - News.

25/07/1898 *Ottawa Citizen**Chalk River**Pembroke*

A COLLISION

C.P.R. Trains Crash Into Each Other

MIRACULOUS ESCAPES

Only Two Persons Severely Injured - Wreck Described by a Passenger.

At a point one mile east of Pembroke a collision took place on the C.P.R. yesterday morning shortly after midnight. The "Soo" express ran into an excursion train. The latter was on its way from Ottawa to Pembroke, and had, as it was nearing its destination, slackened pace; the express, too, was going at a moderate rate. As a consequence, the danger to those on board both trains was minimal. No lives were lost, none were dangerously injured, but all were badly shaken up. The trains collided where there is a double curve in the line, a fact which may also account for the lack of speed. Notwithstanding the impact of the two trains coming together caused a great deal of damage to the rolling stock.

Neither Engine Left the Track.

One of those who was on the scene of the disaster - and who has witnessed several railroad catastrophes - said that he has not known one exactly similar to the one in question. The peculiar feature was that neither of the engines nor any of the cars left the track; they merely jammed into one another until no further headway could be made. They were much like an accordion. For example, the boilers [sic] of one engine crashed into the other until both smoke stacks were together, and the tenders rammed through the baggage cars on both trains, and made these latter spread until they were a shapeless mass of wreckage.

Engineers and Firemen Jumped.

The "Soo" train had between forty or fifty on board, while the excursion train, consisting of six coaches having dropped its passengers all along the line, was freighted only with twenty passengers. The express left Pembroke on time, and had gone exactly one mile when the collision occurred.

Just before it took place the engineer saw what was coming, and put the emergency check in operation. This was all that could be done. He and his fireman then jumped. The engineer and fireman on the excursion train followed their example. All four escaped unscathed.

Baggage man's Miraculous Escape.

The baggage master on the express was in his car, and had a miraculous deliverance. How he escaped instant death is a mystery. Although his car was smashed to atoms, he came out unharmed. A great deal of baggage was totally destroyed. Mr. J. M. Coyne, a Toronto commercial man, was a big loser, and will enter a claim against the company.

Only Two Were Hurt.

Only two of the passengers on the express were badly hurt. One was an old man in the smoker, who was thrown to the floor. He was greatly bruised, and some glass falling out of the windows, his face was lacerated. A young man was injured in the back. Both were attended to by physicians from Pembroke, and both were settled with by the company's claims agent for \$10. These two are the easiest things the company has run against in years.

Hustling Claims Agent.

It is said that the way this claims agent got in his work was one of the lighter phases of the event - vastly entertaining. He was one of the earliest on the scene of the accident, and the rapidity with which he got the necessary documents signed was a revelation.

Wrecking Crews Clear the Scene.

Two wrecking trains arrived on the scene about four o'clock in the morning; one was from Chalk River, the other from Carleton Junction. By eight o'clock the debris was cleared away, and the line passable. Hundreds of people from the adjoining town were interested spectators while the work was in progress.

Passengers Treated Well.

In the meantime all the passengers on both trains were conveyed to Pembroke, where they were entertained to breakfast by the C.P.R. at the Copeland House. Indeed, every credit is due the company for the kindness and consideration shown to their belated patrons. The "Soo" Express left Pembroke at 9.45 and arrived in Ottawa without further detention at 12.55. Conductor Cameron was thrown from his train by the collision, but a few moments afterwards was busy rescuing his passengers. One of these is a marvel. After the first shock, he stuck his head out of the Pullman to see what had happened. As though satisfied that all was well, he turned over contentedly and slept until morning. Conductor Cameron's attitude throughout is, however, commented upon appreciatively.

H. B. Was Mum.

Mr. H. B. Spencer, the district superintendent here, was seen, but, while extremely courteous, would give no information beyond a few general facts. He says that an investigation will be instituted at once to settle where the blame for the disaster is attributable.

Who's to Blame?

In Pembroke it is rumored that the night operator at the station there is the culpable party. He, however, is said to have alleged that shortly after the express left he received a wire from Ottawa. "Hold 'Soo' express." But the warning came too late. These points will be threshed out later on.

Newspaper Man on Board.

Mr. Herbert S. Fuller, A genial and capable newspaper man from Brockton, Mass., was on board the express. He is on his way home from a fishing trip. Together with his wife he's staying at the Cecil. Mr. Fuller is the city editor of the Enterprise at Brockton.

25/07/1898 *Kingston Whig Standard* *Chalk River* *Pembroke*

A collision occurred on the C.P.R. at Pembroke Sunday morning between two passenger trains; no fatalities are reported.

25/07/1898 *Montreal Gazette* *Chalk River* *Pembroke*

Accident on the Canadian Pacific Railway

MANY REPORTED INJURED

Though no Fatalities Are Expected

Ottawa, July 24. - (special) - A collision occurred at 1.40 o'clock this morning on the Canadian Pacific Railway about one mile from Pembroke, between the eastbound Soo train and a special from Ottawa to Pembroke with about a thousand excursionists, who were here yesterday on a visit to the Experimental Farm. Particulars received here are very meager, but from what can be learned it does not appear that the accident was a very serious one, no lives being lost, and although quite a number are reported to have been injured it is said that the injuries are not serious. A wrecking train was sent up and the line cleared so that the Soo train passed through here for Montreal about noon, about eight hours late.

25/07/1898 *Ottawa Citizen* *Chalk River* *Pembroke*

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25/07/1898 *Ottawa Journal* *Chalk River* *Pembroke*

NINE INJURED

C.P.R. Passenger Trains Collide Near Pembroke

EXCURSIONISTS RETURNING FROM OTTAWA IN THE WRECK

Engineers and Firemen Jumped and Saved Their Lives

A Serious Pitch in Early Sunday Morning - The Injured and Their Injuries

(Special to The Journal.)

Pembroke. July 25. Shortly after one o'clock yesterday morning many citizens were awakened from their slumbers by a terrific crash in the east end of the town, but it was not till some hours afterwards that the town generally became aware of the significance of the commotion.

The regular C.P.R. passenger train, commonly known as "the SOO," passes this station on its way east at 1.02 a. m.. and Saturday night it came into the station carrying a red signal, but through a blunder on the part of some one the train was not detained here as should have been done, and shortly after pulling out from the station ran head on into a special passenger train loaded with excursionists returning from the North Lanark Agricultural Society's excursion to the Experimental Farm, Ottawa.

Acted Promptly.

The accident occurred about one and a half miles east of the Pembroke station and fortunately was on a straight stretch of road where the engineers of both trains had time to realize the danger in which they and those under their charge were placed. They lost no time in reversing the engines and applying the air brakes, and this done they with their firemen jumped for their lives. They were just in. time, for a moment afterwards the two trains interlocked with a terrific crash and had they remained nothing could have saved them from instant death.

Tramps Escape

The two engines were destroyed and several cars. The tender of the "Soo" engine was jammed back into the baggage car, from the platform of which two tramps had been ejected before the train pulled out from the station, just a few minutes previously. In a short while wrecking trains from Chalk River and Carleton Place were on the scene and by ten o'clock yesterday morning the track was cleared and all that remains to be seen now is the two interlocked and mangled engines and several badly smashed cars standing in the Pembroke yard.

To the cool-headedness of the engineers in charge of the two trains is due the credit that no lives were lost, and though all the passengers were badly shaken up there was not one who is at all seriously injured. Had there been any delay in applying the air brakes and reversing the engines the consequences must necessarily have been fraught with dreadful fatality. but as it was the momentum of the two trains had been so reduced that neither was forced from the track when the crash came

The Injured.

The Injured are as follows:

JOSEPH JACKSON, one of the oldest engineers on the road, strained his back and neck jumping from the "Soo" train.

JAS. DEVINE. of North Bay, slightly bruised the calf of one leg jumping from the train. He was the engineer on the excursion, train from Ottawa.

The firemen on both trains were uninjured with the exception of slight strains of the muscles.

DAN CAMERON, of North Bay, was thrown through a door and sustained a slight wound on the arm. He was conductor on the "Soo."

THOS. LARMONDRA. brakeman on the excursion train, sustained a slight wound on one leg.

JOHN FALBY, baggageman, of North Bay, struck by flying timber; slightly injured in back.

FRANK SMITH, of Boston, slight strain of muscles of back.

MOSES ROWE, Warren City. N.J. head bruised and muscles of back strained

FELIX CLEMENT.- foreman for W.C. Edwards Co., of Rockland, a few slight bruises.

GEO. MORRIS. injured in abdomen ; not serious.

Dr. W. W. Dickson was called upon and rendered medical assistance to all in need of it.

Who Was At Fault?

Upon whose shoulders shall the blame for the accident rest, is knowledge which it seems is impossible to obtain here, as the C.P.R. officials are very reticent and will give no information to the public. But from all that can be gathered by way of rumor and from the "know-it-alls." it would seem that the unfortunate accident was due to the neglect of the night operator here in failing to detain the regular train till after the arrival of the special.

This much however has no better foundation than rumor and those in position to know will neither verify or deny anything, and so the knowledge of where the blame lies remains in the hands of the railroad officials.

AS SEEN BY A PASSENGER

Mr. H.S. Fuller, proprietor of the Daily Enterprise, Brockton. Mass., who was on board the "Soo" says he has seen many bad accidents, among others the famous Quincy accident in which 40 people were killed, and that the wreck in none of these was any worse looking than the Pembroke wreck. Mr. Fuller speaks highly of the consideration shown the passengers by the railway company.

Mr. Fuller and wife are on a holiday trip and spent yesterday at the Cecil. They left to-day for a trip up the Parry Sound.

26/07/1898 *Montreal Gazette* *Chalk River* *Pembroke*

THE PEMBROKE ACCIDENT

Fuller reports from Pembroke with respect to yesterday morning's accident on the C.P.R., confirm the report sent out last night that there was no loss of life, and that none of the passengers were seriously hurt. It seems that nearly all those on the excursion train had got off along the line, and only some twenty were left when the collision occurred. There were about fifty passengers on the Soo. A remarkable thing about the collision was that none of the cars left the track. The two engines, tenders and baggage cars telescoped, but no damage was done to the passenger coaches, beyond breakage of glass, etc. The loss is roughly estimated at \$15,000. An investigation is being held into the cause of the accident. Both trains were fortunately going slow.

A collision occurred on the C.P.R. early on Sunday morning about a mile east of Pembroke. The "Soo" express ran into an excursion train which was returning from Ottawa and which had slackened its pace when nearing its destination. The express, too, was going at a moderate rate so that the danger to those on board was minimized. The "Soo" train had between forty and fifty passengers on board, while the excursion train was freighted with only twenty passengers. Just before the collision took place the engineers and firemen of the two trains noticed what was about to occur and jumped. Neither engines nor any of the cars left the track, though the former and both baggage cars were badly damaged. The baggage car on the express was smashed to atoms but the baggage master miraculously escaped any injury. Only two of the passengers on the express were badly hurt. One of these was an old man who was thrown to the floor of the car and badly bruised. The other, a young man, was injured in the back, but both settled with the company's claims agent for \$10. It is rumored that the night operator at Pembroke is the culpable party but he alleges that he did not receive instructions to hold the express until it had left. The matter will be investigated.

BROKE A PISTON ROD

Accident Happens the Ottawa & Pembroke train near Almonte

The C.P.R. train from Ottawa to Pembroke was delayed sometime at Almonte last night through the breaking of a piston rod. The rod broke when the train was at the tenth line crossing about 1 1-2 miles from Almonte. It broke off near the cylinder.

The train was backed into Almonte with one cylinder and held there until an engine was sent up from Carleton place. It did not get out of Almonte until after the Winnipeg train which leaves Ottawa an hour later than it does.

COLLISION AT PEMBROKE

Saturday's Excursion Train Collides With the Soo Express, With Serious Results - No Fatalities, But Many Injured - \$15,000 Worth of Damage Done - Cool-Headed Engineers - The Particulars.

The North Lanark Agricultural Society excursion train from Ottawa was delayed at Carleton Place for over an hour on Saturday night owing to an accident to the air brakes on the Winnipeg express at Almonte; and the delay proved a serious matter for the C.P.R. Co. and some of the excursionists from Pembroke, as it was about one o'clock when the train reached that town, and through a serious blunder on the part of someone the Soo express, due about the same time, collided with the excursion train a mile on this side of Pembroke. Fortunately no one was seriously injured. The two engines and the baggage cars were completely wrecked. The excursion train had distributed passengers all along the route, and scarcely twenty people were on board when the collision occurred. The express had just left the Pembroke station when the engineers saw the headlight of an approaching train. At the entrance to the Pembroke station yard there is a sharp curve, consequently the engineers did not see the full danger until the trains were too close to be stopped. They were not going more than ten miles an hour. The Soo express carried about 50 passengers. When the engineers saw that a collision was inevitable, the air brakes were applied and the drivers and fireman jumped and escaped without a scratch. Ten seconds after

THE TWO ENGINES CAME TOGETHER

with a crash, completely telescoping each other. The heads of the engines were driven right into the other's boiler, while the tenders telescoped the baggage cars. The most remarkable thing, next to the freedom from death and serious accident, was the fact that the trains did not leave the track.

The engines and baggage cars were driven together somewhat after the fashion of a concertina.

While the baggage and mail cars were badly wrecked, none of the employees were hurt. No panic occurred. Some of the men in the baggage cars made a jump and got out before the tenders of the engines had time to fully telescope the car. The passenger cars were uninjured beyond the smashing of windows and the slight effects of a severe jolting.

The only passengers who were injured sufficiently to require medical aid were an old man in the rear sleeper, who was bruised by being thrown to the floor, and had his face cut by falling glass, and a young man in the excursion train who had his back injured. Dr. W.W. Dichson, of Pembroke, was early on hand and gave every attention necessary. The passengers were taken to Pembroke.

Assistant superintendent H.B. Spencer sent a wrecking train from Carleton place, and one came down from Chalk River. The debris was comparatively easy. At 9.45 a.m. a special train was made up and the Soo train's passengers were brought on to Ottawa. A feature of the accident which is being freely talked of was the alacrity displayed by an agent of the company in settling claims with the injured parties. A claims agent seemed to be on the spot, and it is said succeeded in getting the injured passengers for the sum of \$10 to sign a document releasing the company from liability.

Mr. H.S. Fuller, of Brockton, Mass., Ccty editor of the Enterprise, of that place, and his wife, were passengers on board the wrecked train. Mr. Fuller gives an interesting account of the accident, which, however, does not differ from the above in material facts except in this, that Mr. Fuller is a Christian Scientist and of course views the mishap from that standpoint. "The instant I became aware that something serious had happened to the train, the thought flashed across me," he said, "that no harm could befall my wife or myself or our baggage. And strangely enough, but, as Mr. Fuller might say, naturally enough, although the injury done to the baggage was very considerable, that of Mr. and Mrs. Fuller, like themselves, escaped without the slightest injury.

THOSE IN CHARGE

The express train was in charge of Conductor Dan. Cameron, of North Bay, with engineer George Jackson and fireman Dunlop, of Ottawa.

The excursion train engine was manned by engineer James Devine and Fireman George Morris, of North Bay.

Baggage man Joseph Folby [sic] was in his car with Dominion Expressman C. Web. They had a close shave from death. Mr. Falby was slightly injured and will have to rest quietly for a few days.

Felix Clemow, of Ottawa, was also slightly injured. He settled with lawyer Wm. White, solicitor for the railway, for \$10.

Superintendent Spencer is conducting an investigation to ascertain the cause of the accident. Until it is concluded he could not give any information. It is understood, however, that there was a mistake in connection with a despatch ordering the express to be held at Pembroke.

Whether the fault lies with the Ottawa or Pembroke end of the service has yet to be determined.

The loss to the company will total about \$15,000. Both engines were first class, that on the express train being a "Mogul."

In Pembroke it is rumored that the night operator at the station there is the culpable party. He, however, is said to have alleged that shortly after the express left he received a wire from Ottawa: "Hold 'Soo' express." but the warning came too late. These points will be threshed out later on. The night operator is Mr. Connors, who was held up at Stittsville sometime ago, and afterwards spent a fortnight in Almontet. He was summoned this week to Ottawa for examination.

THE INJURED

are as follows:

Joseph Jackson, one of the oldest engineers on the road, strained his back and neck jumping from the "Soo" train.

Jas. Devine, of North Bay, slightly bruised the calf of one leg jumping from the train. He was engineer on the excursion train from Ottawa.

The firemen on both trains were both uninjured with the exception of slight strains of the muscles.

Dan Cameron, of North bay, was thrown through a door and sustained a slight wound on the arm. He was conductor on the "Soo".

Thos. Larmondra, brakesman on the excursion train, sustained a slight wound on one leg

Falby, baggage man, struck by a flying timber; slightly injured in the back.

Frank Smith, of Boston, slight strain of muscles in back.

Moses Rowe, Warren City, N.J., head bruised and muscles of back strained.

Felix Clement, Foreman for W.C. Edwards Co., Rockland, a few slight bruises.

Geo. Morris, injured in abdomen; not serious.

To the cool-headedness of the engineers in charge of the two trains is due the credit that no lives were lost, and though all the passengers were badly shaken up there was not one who is at all seriously injured. Had there been any delay in applying the air brakes and reversing the engines the consequence must necessarily have been fraught with dreadful fatality, but as it was the momentum of the two trains had been so reduced that neither was forced from the track when the crash came.

Two Tramps got on the express at Pembroke and were put off by the train hands about one minute before the collision. As they viewed the wreck, and especially the condition of the seat they occupied was in, one was hurt to examine, "thank God the conductor put us off." They would have been crushed into mince meat.

Engine Broke Down

Almonte July 29 (Special). The local running from Ottawa to Pembroke met with an accident about two miles west of Almonte yesterday evening. The train was on time on reaching Almonte, but at the crossing between here and Blaney the cross-head, back cylinder cover and big end bolts were broken, causing her to put back to town. Another engine was telegraphed for, and that train pulled out about 8 p.m. The train was in charge of conductor Anderson and Engineer Dudley.

A heavy train passed through here from the west early Tuesday morning. It contained nine coaches of Chinamen and five freight cars of silk.

THEY WERE DISMISSED

Canadian Pacific Employees Released as a Result of Sunday's Collision

Two dismissals from the service of the C.P.R. are recorded as a result of the collision near Pembroke last Sunday morning - Mr. Howard Moore, conductor on the local train that left here Saturday evening, and Mr. F.A. Tonnor, the telegraph operator at Pembroke, who failed to hold the Soo express

Conductor Moore carried a red signal on his train as far as Pembroke, which indicated that a "special" was following. At Pembroke he registered the "special" in a book kept for that purpose. Mr. Moore's offence is that he did not secure a receipt for this registration.

It is claimed, however, on his behalf, that it has not been customary to ask for such receipts. Mr. Moore has been connected with the line for many years, and he says that instances of receipts being obtained must be exceedingly rare. If this be true, Mr. Moore's blame for the accident is greatly lessened.

The two engines, much battered, two cars with their ends stove in, and a large quantity of scrap iron resulting from the collision, have been brought to the city, and now lie on a siding near the Union depot..

30/07/1898 *Montreal Gazette**Chalk River**Pembroke*

As a result of an investigation into the accident on the C.P.R. at Pembroke Sunday morning, the night operator at Pembroke and the conductor on the up-special passenger train have been discharged for negligence.

05/08/1898 *Almonte Gazette**Chalk River**Pembroke*

Conductor and Operator Bounced.

As a result of the investigation into the collision near Pembroke on July 24th two dismissals have taken place- Mr. Howard Moore, conductor of the Saturday evening local train, and Mr. F. A. Connors, who failed to hold the Soo express. Conductor Moore carried a red signal on his train as far as Pembroke, which indicated that a "special" was following. At Pembroke he registered the "special" in a book kept for that purpose. Mr. Moore's offense is that he did not secure a receipt for this registration. It is claimed, however, that it has not been customary to ask for such receipts. Mr. Moore has been connected with the line for many years, and he says that instances of receipts being obtained must be exceedingly rare. If this be true, Mr Moore's blame for the accident is greatly lessened

12/08/1898 *Almonte Gazette**Chalk River**Almonte*

The ironwork of the C.P.R. bridge is being treated to a dress of fresh white paint.

02/09/1898 *Almonte Gazette**Chalk River**Almonte*

There was almost a fatality at the station here on Monday. A young boy named Galvin, in conjunction with some others, was monkeying with the semaphore lever when it flew back and struck him on the forehead, knocking him out temporarily and making an ugly gash. He was soon around again.

02/09/1898 *Renfrew Mercury**Chalk River**Almonte*

For the first time in seven years the Almonte C.P.R. station is being renovated and repainted inside and out. - Gazette.

THE EXPECTED HAS HAPPENED

Peter Dunn, an Almonte Carter, Killed at the Main Street Crossing by a Fast Running Train - Horse Killed and Wagon Smashed into Splinters - The Coroner's Inquest - The C.P.R. Co. Mildly Censured.

Thousands of times it has been said in town that someday there would be a bad accident at the railway crossing near the roller mill on Main Street. Several times animals have been killed there, but on Tuesday evening of this week the predicted accident did take place, and as a result of it Peter Dunn and his horse were killed and his wagon smashed into atoms. Mr. Dunn, who was a carter, was in the act of driving down the hill at the crossing in question when the evening local train from Pembroke came thundering along. Owing to the curve and the fence he did not see the train till it was within a few rods of him. Then he seems to have tried to pull up the horse, and next moment struck it with the whip to urge it forward, when the engine struck the horse about the hip, with the result that the animal was carried part way on the cow-catcher and was thrown off at the right side of the track fifty-five feet from where the engine struck it. The animal died in a few minutes. The wagon was thrown into the ditch on the other side of the track, and was smashed into pieces. Mr. Dunn, who was sitting in the front of the wagon, was knocked clear over the cattle guard fence and when found was lying in the ditch sixty-four feet from where the collision took place. He was breathing when found, but was carried to Mr. John Dick's weave-room, nearby, and breathed his last ten minutes after the accident, without having recovered consciousness. Dr. Hanly was at his side a few minutes after the accident, but his services were of no avail. Mr. Dunn was 36 years old. He was a native of Darling township, and came here a year or two ago. He leaves a widow (nee Lake), but no children. The C.P.R. Co. sent up an Ottawa undertaker to look after the remains and take charge of the arrangements for the funeral, Mrs. Dunn's circumstances being such that she was unable to pay for anything in that line. Dr. Burns, coroner, was promptly notified of the accident, and was quickly on hand. Tuesday night at a late hour he empanelled a jury for the purpose of holding an inquest, one having been demanded by Mr. W.E. Darling. The jury was composed of Messrs. John Drynan (foreman), John Dick, James Little, Norman Stevenson, Francis Carter, David J. Dick, John Malone, James Robb, A.G. Matthewson, Harry Grace, Duncan Forgie, Charles Simpson and Wm. S. Boyd. The coroner and the jury met in Mr Dick's weave- room, went through the customary formalities, and after taking the evidence of a couple of witnesses adjourned till Wednesday forenoon at ten o'clock in order to secure the presence of the conductor and engineer of the train which caused the fatality. On resuming after the adjournment the jury met in the council chamber, with a crowd in attendance. We condense the evidence of the various witnesses, as follows:

W.E. Darling deposed that he had just driven over the crossing and down the hill. He saw the train strike the horse just at the front of the wagon. Train was running at a high rate of speed - 20 to 25 miles an hour, in his opinion. Dunn was sitting on the wagon, and acted as if he did not hear the train; he was driving at a moderate rate of speed.

James McPhail, baker at Wiley's roller mills, said that when the horse was nearly across the track Dunn tried to pull the horse back, when the train hit the horse. He judged that the train was going at a rate of 25 or 30 miles an hour.

George Wilson and A. Kenny, who were passengers on the train, deposed that in their opinion the train was going at a rate much in excess of six miles an hour.

Austin Darling swore that the train was going faster than any horse he ever saw going. It was going over twelve miles an hour. He judged that Dunn's horse was going pretty fast when the train struck it.

Jay Donaldson said that he saw the horse after the accident line 54 feet from the point of collision, and the body of Dunn was on the other side of the track, 64 feet from the point of collision.

N.C. Lloyd, miller at Mr Wiley's, was one hundred yards from the scene of the accident when the train passed him, and he swore that it was going at a rate in excess of 15 miles an hour when it passed him.

John Forrester, of Carleton Place, conductor of the local train that struck the horse and rig, deposed that the train came in at a pretty fair rate of speed - might have been eight or ten miles an hour. He would not like to swear that it was not running less than 15 miles an hour. His instructions were to run six miles an hour coming into Incorporated towns. The train whistled; did not know whether the bell rang or not.

Horatio Hymer, of Carleton Place, the engineer, swore that when about 80 or 90 rods west of the street crossing he started to blow the whistle, and continued it for 30 or 40 rods. After the whistle stopped he applied the brakes slightly. Trains slacked up considerably before coming to crossing. When about one or two rods from the crossing Road Foreman J.H. Davison, being on the left side of the engine, said "look out!" Just then engineer Hymer said he saw the head of a horse in front of the engine crossing the track. The horse stopped for an instant. He applied brakes with greater force. The horse started forward again. Front of engine struck horse, carrying it some distance ahead on front of engine, and then it rolled off to the right of the track, clear of engine. He did not know that there was a wagon and man on it attached to horse. The train was traveling about 15 miles an hour - might be less, might be more. That was about the usual speed. his instructions were to run 6 miles an hour, but they had to go fast enough to make the schedule time. He thought they were justified in running fast enough to make our schedule time. He thought it impossible to do so without going faster than 6 miles an hour coming into Incorporated towns or going through them.

John H. Davison, Carleton Place, Road Foreman of locomotives on the C.P.R., was on engine. He said the engine struck the horse and wagon, and the man was thrown out and landed on the cattle guard. The train was running about 25 miles an hour - the usual speed. Could not go much slower and make the schedule time. Whistle blew and bell rung according to custom right up to the crossing.

THE VERDICT.

This closed the evidence and the jury brought in the following verdict, viz :

"That the said Peter Dunn came to his death by being struck by engine 240, train No. 10, going east on the Canadian Pacific Railway at Main Street crossing, Almonte, on the 13th day of September, inst. We recommend that the town authorities take the necessary steps to have the Canadian Pacific Railway more fully protect the public against railroad accidents, as the trains are now run too fast for the public safety, and contrary to law."

The funeral of deceased took place this (Thursday) afternoon to St Paul's cemetery, Rev. W.S. Jamieson, M.A., officiating.

16/09/1898 *Almonte Gazette**Chalk River*

Conductor Wm. Anderson had a lively time with some drunken shantymen on the C.P.R. evening express on Tuesday of last week between Arnprior and Renfrew. He was considerably cut about the face

30/09/1898 *Renfrew Mercury**Chalk River**Renfrew*

The garden of the C.P.R. station here has been looking beautiful for some weeks. The season has been particularly favorable for the growth and coloring of the grass, and the beds of flowers laid out by florist Scrim are handsome. There has been much debate whether the white caps that have been growing so plentifully within the enclosure are mushrooms or toadstools. Perhaps there are both. Anyway, some folks who have hopped over the fence and plucked some of them are living yet.

04/11/1898 *Almonte Gazette**Chalk River**Arnprior*

Arnprior News

On Monday evening a locomotive was derailed at the lumber switch, and a wrecking crew came up from Ottawa to right matters,

20/01/1899 *Renfrew Mercury**Chalk River**Renfrew water*

The C.P.R. tried their water crane for filling their engines at the station from the waterworks system on Monday and Tuesday. It is not the crane of usual pattern, but one of experimental character; and, as it caused a very severe shock to the pipe system, the gauge flying from zero to 200 lbs. on Monday and 150 lbs. on Tuesday, the committee caused the water to be shut off until some better machine was provided. The K. & P.R. crane is fitted with a slow screw valve, and its effect upon the pressure is hardly noticeable.

24/02/1899 *Almonte Gazette*

Chalk River

Carleton Place

Our neighbours in Carleton Place are excited this week over an official circular received there that the entire staff of C.P.R. trainmen and yardmen were to be transferred to Smith's Falls, which hereafter was to be designated a divisional centre for the traffic to the Northwest. An effort is being made to prevent such a loss to the junction town.

10/03/1899 *Renfrew Mercury*

Chalk River

Renfrew water

Two mechanical experts in the C.P.R. works in Montreal were not satisfied with the tests made of the water taking apparatus put in at the station here in connection with the town waterworks system, and which had been condemned by the waterworks committee as putting too great a strain on the pipes. Two of them, Messrs. Horsey and Fulton, visited town on Wednesday and superintended another test; but again the gauges jumped from 50 to zero and then to 100 lbs. pressure as the water was turned on and off again.

31/03/1899 *Almonte Gazette*

Chalk River

Pakenham

PAKENHAM NEWS

On Tuesday evening as the five o'clock express passed through at about forty miles per hour the mail was thrown off at the station here. The bag rebounded and fell on the track and the wheels of the train passed over it, cutting it and the mail matter up in fine style. It is a wonder the mail bags are not burst more frequently, as they are thrown out on the Fly everyday. This is one of the places where there is no competing line, and we have no resident member of Parliament or we might not be so much neglected by the mighty C.P.R.

31/03/1899 *Almonte Gazette*

Chalk River

Almonte

A gang of C.P.R. bridge repairers are at work on the railway bridge here.

14/04/1899 *Almonte Gazette*

Chalk River

Almonte

An action for \$10,000

A C.P.R. surveyor was here this week making measurements and gathering information for use in connection with the suit of Mrs. Peter Dunn against the C.P.R. Co. \$10,000 damages for the death of her husband, who was killed by a train at the Main Street crossing here in September last. Mr. M. J. McFarlane, barrister, has the case in hand for the plaintiff. He has had Mr. E.T. Wilkie, C.E. make plans for use at the trial, with the objects of showing how extremely dangerous the crossing is when trains are run at a high rate of speed. The suit will be heard at the assizes at Perth, which open on the 24th inst. The case is one that is creating great interest in town.

14/04/1899 *Renfrew Mercury*

Chalk River

Renfrew water

The C.P.R. this week erected another crane for taking water for their engines, at the station here (Renfrew), from the town waterworks system. This one is operated with a screw valve, and does not exert such a jerk on the piping. With one or two slight changes it is probable that this crane will be accepted by the waterworks committee and the taking of water here will begin.

21/04/1899 *Almonte Gazette*

Chalk River

Almonte

A C.P.R. solicitor was here this week getting evidence for the defence in the suit of Mrs. Dunn vs. C.P.R. Co.

28/04/1899 *Renfrew Mercury*

Chalk River

Carleton Place

An old lady entered the C.P.R. station, Arnprior, a few days ago and asked for a ticket to Morphy's Falls. She wanted to go to Carleton Place, which many years ago was known as Morphy's Falls. - Arnprior Chronicle.

28/04/1899 *Almonte Gazette*

Chalk River

Almonte

The suit of Mrs. Peter Dunn vs. C.P.R. Co. was settled. Mrs. Dunn getting \$1,000 and costs.

02/06/1899 *Renfrew Mercury*

Chalk River

The C.P.R. is running special refrigerator cars for the transshipment of butter, leaving different districts on different days. That from this section will be a train leaving Pembroke fortnightly. It will leave the county town on Wednesday morning, take up goods at intermediate stations, remain at Ottawa until Thursday morning, and then go on to Montreal.

17/06/1899 *Ottawa Citizen*

Chalk River

Arnprior

Arnprior is to have a new C.P.R. station, one which will be in every way up to date. Word has been received from the head office in Montreal that work will be commenced on the new structure at once. The station will be similar to the one at Renfrew. It will be of gray stone, lighted by electricity throughout, have large first class waiting rooms and splendid offices for the station and baggage agent.

This information will be received by the people of Arnprior with no little pleasure. The present station is one of the poorest on the line, and had been an eyesore to the townspeople for years.

23/06/1899 *Renfrew Mercury*

Chalk River

Almonte

A rather good joke is told on the Almonte people who gathered on Sunday afternoon to see the new Imperial Limited C.P.R. train pass that station to the west. There is always a good crowd at that station, and this day was no exception. Now Almonte is not to be a stopping place for the Imperial, but the mail bags are to be picked up from a crane by an attachment at the side of the mail car. The old mail carrier hitched his mail-bag to the crane, and the Chief of Police importantly told the crowd to "move back;" that there would be a mail bag thrown from the train. The crowd of course moved back. The train came thundering along - and passed by, without so much as throwing out a mail-bag or even deigning to gather up the bag which the mail carrier had hung up! The old man took down the bag, and said that he did not believe that there was anybody on that train!

30/06/1899 *Almonte Gazette*

Chalk River

Almonte

Very Narrow Escape.

At six o'clock on Monday evening those who had gathered at the station here where eyewitnesses of a thrilling occurrence. The two local trains cross here at that hour. Mrs D. H. Davis was crossing the track to the station platform just as the train from the north was coming in. Keeping her eyes on the train while hurrying across, she stumbled and fell prostrate across the track. Her chin struck the rail next to the station platform and she lay there between the rails stunned, while the train was coming in at a fairly rapid rate. Mr Archie Greig was near at hand, and, taking in the situation at a glance, jumped to the rescue. Master Jack Illingworth helped him, and the two by a supreme effort managed to carry Mrs Davis, half unconscious, on to the platform just in the nick of time, as the engine was but a few feet away when their dangerous task was accomplished. Mr Greig was pale with excitement after the occurrence. He risked his life to save another, and he was successful, and deserves high praise for his prompt action. Mrs Davis was quite ill for a time after the accident, and has her arm in a sling as one result of the bruises she received, but is thankful she escaped so well.

30/06/1899 *Almonte Gazette*

Chalk River

Arnprior

Arnprior News

Already the Imperial Limited has been stopped twice at the signal tower.

Will Build an Elevator.

Messrs. C.W and H.B. Spencer, superintendent and assistant superintendent for this division of the C.P.R. were here last week, and gave Messrs. Conn & West authority to go ahead and build an elevator at the south end of the present feight shed. We understand that the firm will erect a modern elevator, with at least 30,000 bushels capacity, to be fitted up with modern appliances, and to be driven by either an electric motor or a gasoline engine. Work will be begun on the new building next week. Their intention is to handle all kinds of course grain; and they will also erect a cold storage shed in connection with the elevator for use in their business of shipping dressed meats and other lines of farm produce. This should prove a valuable addition to our town's facilities for doing trade with the farmers, and it is to be hoped that the enterprise of the pushing young promoters will meet with the reward it deserves.

05/07/1899 *Ottawa Citizen*

Chalk River

Arnprior

Workmen at Arnprior are busily engaged in getting out stone for the new station which will shortly be erected there.

07/07/1899 *Almonte Gazette*

Chalk River

Almonte

Tuesday last nine special trains of immigrants passed through on the C.P.R. Eight trains carried Doukhobors and one Gallicians. Each train had ten coaches, and the number of immigrants on board totalled 3,500.

13/07/1899 *Merrickville Star*

Chalk River

Arnprior

The C.P.R. intend building a new station at Arnprior

20/07/1899 *Merrickville Star*

Chalk River

Almonte

Almonte is to have a new C.P.R. station this year. The company intends spending \$30,000 on improvements to their property there.

21/07/1899 *Ottawa Citizen*

Chalk River

Arnprior

Operations have commenced on the new C.P.R. station here.(Arnprior)

21/07/1899 *Renfrew Mercury*

Chalk River

Almonte

It looks as if Almonte will have a new station not later than the year 1900 at all events. Mr. Spencer says that the new C.P.R. station will be an almost exact reproduction of the one at Renfrew, and it will be constructed a short distance east of the present station. - Almonte Gazette.

28/07/1899 *Renfrew Mercury*

Chalk River

Arnprior

A busy scene is presented to the eye on the site of the new C.P.R. station. A large staff of men are engaged completing the excavations and in laying the foundation stones. For this purpose a large derrick is used and the stones, which are of unusual size, are thus lowered into their places. Mr. Munro intends rushing things and already a large amount of the necessary material is on the ground. - Arnprior Watchman.

28/07/1899 *Almonte Gazette*

Chalk River

Almonte

At the station yard here last Friday night Clarence Hunter was coupling a baggage car to a box car when he was caught between the two and had his collar bone dislocated. It might have been much worse.

04/08/1899 *Renfrew Mercury*

Chalk River

Arnprior

Work on the new C.P.R. station is progressing well, the foundation being nearly completed. - Arnprior Watchman.

04/08/1899 *Ottawa Citizen*

Chalk River

Arnprior

The foundation of the new station at Arnprior has been completed and the framework is being put up.

25/08/1899 *Almonte Gazette*

Chalk River

Almonte

Two handsome cars passed through here last week for the British Columbia Railway, Vancouver.

25/08/1899 *Almonte Gazette*

Chalk River

Almonte

Mr. Geo. Bennett, baggage master at the C.P.R. station here, has been laid off work as a result of an accident on Saturday last. Just as he shot back one of the doors of the freight shed a heavy platform used in transferring freight from the car to the shed, and which had been placed against the door, fell in upon him, one of the iron-bound ends striking him over the instep of one of his feet. He was unconscious for some time. Although no bones were broken the injury is a sore one and it will be a week or two before he can resume his duties.

15/09/1899 *Almonte Gazette*

Chalk River

Almonte

The seven-year-old son of Mr. A.G. Horton was playing on top of a boxcar on the C.P.R., siding at the station here on Wednesday when he fell off headfirst, and was so seriously injured that his life is in jeopardy. The little fellow's face is badly cut and bruised.

The Chief is after youngsters who are in the habit of jumping on and off the cars in the C.P.R. yard. Keep away from there boys, or you'll have trouble.

30/09/1899 *Ottawa Free Press*

Chalk River

The Canadian Pacific railway company is making many improvements in the way of new stations and the like in the towns along the line. A new stone station is almost completed in Arnprior. The old station at this place will be used as a freight shed as soon as the new one is furnished. Stone is being quarried for another new station at Almonte. This station will be about twice the size of the one at Arnprior of which the Arnpriorites are beginning to be so proud.

At Smiths Falls a new chute is being built and the tracks and switches are being rearranged, necessitating an expenditure of some \$30,000 to \$40,000. These changes are being made owing to a scarcity of room at present.

Another plant for the testing of air brakes is also being installed.

Twenty-eight hundred and fifty feet of inch gas pipe for this purpose is also being put down throughout the yard. Hitherto the brakes were tested by the engine after the train was made up. In future the brakes will all be tested before having the engine attached so that there will be no delay in making repairs to the train.

06/10/1899 *Almonte Gazette*

Chalk River

Arnprior

Arnprior. The new C.P.R. station is being wired for electric light. Mr. R. Anderson of Ottawa is doing the work.

12/10/1899 *Merrickville Star*

Chalk River

Almonte

The Ottawa Free Press says that stone is being quarried for the new C.P.R. station for Almonte, and that this station "will be about twice the size of the new station at Arnprior, of which the Arnpriorites were beginning to be so proud."

20/10/1899 *Almonte Gazette*

Chalk River

Arnprior

Arnprior. New cattle pens are being built by the C.P.R., the new station necessitating the removal of the old ones.

Pakenham News

Last Thursday afternoon a loaded carload of lunatics were being taken east from New Westminster, B.C., on the Atlantic express, and when two miles east of here one of the weak-minded passengers jumped through a window of the car. The train stopped and the keeper went back and found the escaped passenger unhurt, and the two were able to walk to Pakenham station and take the next train to Montreal.

03/11/1899 *Renfrew Mercury* *Chalk River* *Almonte*

Mr. J.W. Munro has been awarded the contract for building the new C.P.R. station at Almonte. - *Pembroke Standard*.

17/11/1899 *Renfrew Mercury* *Chalk River* *Arnprior*

The new C.P.R. depot will soon be ready for occupation. - *Arnprior Watchman*.

01/12/1899 *Almonte Gazette* *Chalk River* *Almonte*

The fact that notice has been given that the C.P.R. land in the vicinity of the Almonte station must be cleared of lumber and other material by the spring of 1900 is a pretty good indication that the new station will be an accomplished fact by this time next year.

05/01/1900 *Almonte Gazette* *Chalk River* *Carleton Place*

John Hollyoak, a C.P.R. engineer who runs occasionally into Brockville, shovelled his gold watch into the fire box a few days ago at Carleton Place. It dropped accidentally on to the shovel and went in with it.

26/01/1900 *Renfrew Mercury* *Chalk River* *Cobden*

The C.P.R. have workmen employed on the renovation of the station here. - *Cobden Sun*.

16/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

The first train with 263 members of the Strathcona horse on board left Calgary on Saturday night, and passed through Almonte this (Thursday) morning. The balance of this splendid contingent will be along in a day or two. There is talk in town of arranging an excursion to Ottawa on the day the Strathconites get their "send-off" from the capital, and many favor letting the larger pupils of the schools have a holiday for the purpose of seeing the martial display.

23/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

Quite a crowd gathered at the C.P.R. station here on Monday forenoon to give the second trainload of westerners who were members of the Strathcona Horse, a rousing cheer. Among them was Mr. Alex Skinner, barrister who was formerly in partnership with Mr. D.G. MacDonnell when the latter was in business here.

23/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

Quite a crowd gathered at the C.P.R. station here on Monday forenoon to give the second trainload of westerners who are members of the Strathcona Horse a rousing cheer.

02/03/1900 *Almonte Gazette* *Chalk River* *Almonte*

The C.P.R. snowplow made its first business trip this season through here this week.

02/03/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

A letter to The GAZETTE from the C. P. R. Co. states that there will be a single-fare excursion to Ottawa and return on the occasion of the expected send-off to the Strathcona horse - probably about a week hence. A large number of Almonters are likely to take it in, as it will be the sight of a lifetime for people hereabout to see 500 mounted men parading on their way to fight the battles of the empire 7,000 miles away.

09/03/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

Over one hundred Almonters took in the cheap trip today to see the parade of and presentation to the Strathcona Horse.

10/03/1900 *Ottawa Citizen* *Chalk River*

The C.P.R. is engaged in surveying a new route from Arnprior to Ottawa--The present road from Arnprior to Carleton Junction is somewhat roundabout. The new project is to run parallel with the Ottawa river and between it and the O.A. & P.S. railway traversing the townships of Torbolton, Fitzroy and the western section of Carleton. --

16/03/1900 *Almonte Gazette* *Chalk River* *Arnprior*

A member of the Strathcona Horse passing through Arnprior Sunday left the train when it stopped here to pay a hurried visit to some friends. Ere he returned the train pulled out, and inquiring how soon another was due he decided to remain with his friends until it should come. But no such good fortune was reserved for him. The train had not gone many miles before he was missed, and back it came to Arnprior after the missing trooper, who according to the rules of the service was made a prisoner by three of his comrades told off for the purpose. - *Chronicle*

06/04/1900 *Almonte Gazette* *Chalk River* *Almonte*

A carload of Ramsay and Huntley young men and their teams arrived here by train on Wednesday, after putting in the winter in the shanties up north.

06/04/1900 *Almonte Gazette* *Chalk River* *Almonte*

Indignation in Town.

A report has been in circulation here this week to the effect that the C.P.R. Co., in spite of the many promises that have been made the past year or two regarding a new station for Almonte, are going to allow the ramshackle building that is now doing duty to remain as it is for a further period. This idea was strengthened on Saturday, when a number of C.P.R. painters arrived here and painted "A - L M O N T - E" in large letters on the south end of the old barracks - as if travelers are not familiar with the station from its reputation as the worst possessed by any town the size of Almonte along the line. Our townspeople - businessman in particular - have been indignant at the thought that the promise of a new station for 1900 is likely to be broken; and the town council has taken steps to call attention to the disgrace to the town that the present building is - a disgrace to a big railway corporation as well; and there is no doubt that if the rumor should prove to be correct a deputation of red-hot citizens will give the C.P.R. authorities a lively interview. In view of the large business this town bestows upon the C.P.R. annually - said to be the best of any hereabout - there is no justification for the company putting up fine station buildings in the other towns and letting the present shabby, dirty and discreditable rookery here stand as it is - a building that is scarcely fit for use as a station in a back country village. If the C.P.R. authorities are alive to their best interests they will hustle along that new station without any delay.

13/04/1900 *Renfrew Mercury* *Chalk River* *Almonte*

A report has been in circulation here this week to the effect that the C.P.R. Co., in spite of the many promises that have been made the past year or two regarding a new station for Almonte, are going to allow the ramshackle building that is now doing duty to remain as it is for a further period. This idea was strengthened on Saturday last, when a number of C.P.R. painters arrived here and painted "ALMONTE" in large letters on the south end of the old barracks - as if travellers are not familiar with the station from its reputation as the worst possessed by any town along the line. Our townspeople, business men in particular - have been indignant at the thought that a new station for 1900 is likely to be broken; and the town council has taken steps to call attention to the disgrace to the town that the present building is - a disgrace to the big railway corporation as well; and there is no doubt that if the rumor should prove to be correct, a deputation of red hot citizens will give the C.P.R. authorities a lively interview. - *Almonte Gazette*.

20/04/1900 Renfrew Mercury Chalk River Pembroke

The work of renewing much of the timber on the C.P.R. bridge across the bay here has been done in quite a thorough manner. Pembroke Observer.

04/05/1900 Almonte Gazette Chalk River Almonte

Porter J. White's "Faust" company will pass through to Arnprior in their special car on Monday at 9.45 a.m.

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Porter J. White's company of twenty-three people will present Goethe's masterpiece, "Faust," in the Almonte town hall next Tuesday evening. This is one of the few opportunities Almonters have had of enjoying an intellectual feast of this kind, and, as the company has a good reputation, it is worthy of good patronage. The company travels in a special car. They play in the Russell Theater, Ottawa, Friday and Saturday of this week.

04/05/1900 Almonte Gazette Chalk River Pakenham

The C.P.R. station roof took fire a few days ago from sparks from an engine, and but for the fact that it was noticed by some of the neighbors and water promptly applied there would have been another station to build on the C.P.R. Co's. transcontinental line.

04/05/1900 Almonte Gazette Chalk River Almonte

The C.P.R. Co. gave a cheap rate to Ottawa at the end of last week. 175 Almonters took advantage of it and went down to see the ruins.

18/05/1900 Almonte Gazette Chalk River Almonte

The GAZETTE learns from a prominent C.P.R. official that Almonte, Carleton Place and Cobden are down on the list for new stations like those at Perth and Renfrew. Owing to the immense amount of work to be done at Ottawa because of the late fire it is unlikely that the smaller stations will be built this year. The demand is greatest here let it be known; and if Almonte's wants are not soon attended to we wonder what will happen when that Almonte deputation interviews the C.P.R. chiefs in their den! Hurry up gentlemen - 'twere well, 'twere well done quickly, if an irate and long suffering public is to be appeased.

25/05/1900 Renfrew Mercury Chalk River Almonte

The Gazette learns from a prominent C.P.R. official that Almonte, Carleton Place and Cobden are down on the list for new stations like those at Perth and Renfrew. Owing to the immense amount of work to be done at Ottawa because of the late fire it is unlikely that the smaller stations will be built this year. The demand is greater here, let it be known.- Almonte Gazette.

25/05/1900 Almonte Gazette Chalk River Arnprior

The C.P.R. wisely burnt everything connected with the office conducted by their ticket agent in Arnprior, the late W.J. Tierney, who died of small-pox.

28/06/1900 Merrickville Star Chalk River

Mr. James H. Wylie of Almonte had a narrow escape from being ran over by a train a few days ago. He was driving near the C.P.R. track just as the Imperial Limited, train came rushing along but on account of the intervening buildings he did not see the train until it was almost upon him. Mr. Wylie managed to get his horse turned in the nick of time but the escape was so narrow that the eye witnesses were thrilled.

13/07/1900 Almonte Gazette Chalk River Snedden

Ramsay council

That the culvert on the road at Snedden's station and on C.P.R. p[roperty is in a dangerous condition and would recommend that the C.P.R. be notified of the same./

13/07/1900 Almonte Gazette Chalk River Almonte

A practical step.

Mr. N. S. Dunlop, of the solicitor's department, C.P.R., Toronto (formerly of Almonte), formulated a plan a year ago by which all C.P.R. station agents, section foreman, gatekeepers, and any other employees having the care of the track and buildings, were to be encouraged to cultivate flowers and lay out lawns. Mr. Dunlop secured the approval of Thomas Tail, general manager, who told him to go ahead and carry his scheme into effect. General Superintendent Leonard, Superintendent Price and other superintendents of the division fell in with the idea at once and proffered their support. For ten years Mr. Dunlop had made a practical study of floriculture in his garden east of the Don, and had accumulated thousands of different kinds of poppies, and great varieties of asters, sweet pease and correopsis. He put up in small packages several quarts of seeds of these from beautiful and easily cultivated flowers, and in May distributed throughout Mr. Tait's division of nearly 4,000 miles of railway over 4,000 packages. To each employee concerned was also sent a circular pointing out the object of the scheme, and giving instructions for the furtherance of it. Mr. Dunlop's observations during his recent trips over the various parts of the road and many letters he has received from the amateur florists show that very satisfactory results in beautifying station property have already been achieved. Agents have also been encouraged to lay out lawns, and since the opening of spring an immense amount of sod has been used on new lawns. Unfortunately for Almonte, the "shack" that does duty for a station is not surrounded by even a bit of lawn; but when a new station is built (and the GAZETTE has been assured that supt. Spencer is pressing for an appropriation for a fine one) there will be scope for plenty of artistic work in the line of lawn and floral decoration.

20/07/1900 Almonte Gazette Chalk River Pakenham

Pakenham citizens have for a some time been looking forward to seeing a new C.P.R. station built here on a somewhat modern plan, but now men are at work putting on a sheet-iron roof on the old barracks that has so long done duty as a station. If there were an opposition line here we would have long ere this time had a new station.

27/07/1900 Renfrew Mercury Chalk River Arnprior

The apparatus on which is suspended the mail-bag for the Imperial Limited to take on the fly is faulty in that the wind sometimes knocks off the bag. Messrs. J.H. Hopewell and Sylvester Grace have invented a contrivance which sets at naught the wind's playfulness and they hope to make some filthy lucre out of it. - Arnprior Chronicle.

10/08/1900 Renfrew Mercury Chalk River Renfrew water

The C.P.R. water tanks at the station here are now under construction. There are to be two - one at each end of the station platform so that the fast trains will lose no time, in which ever direction they may be going: but will take water while loading and unloading passengers and baggage.

17/08/1900 Renfrew Mercury Chalk River Renfrew water

The Mercury was not quite correct about the C.P.R. water tanks at Renfrew station. There are not to be two tanks, as stated, but from the one which is being built at the south-east end of the station, a pipe will be run underground to the other end of the yard, where will be erected, not another tank, but a crane similar to that now in use, which will be used for filing the engines with water. The stone foundation of the east-end tank is now about completed. It rises nineteen feet above the ground, and on steel girders built into it will be placed the tank, which will hold 40,000 gallons.

A C.P.R. detective was in Carleton Place last week seeking to discover the person who put the stone on the bridge. He arrested two tramps - the toughest nomads seen in many a day. On the way to the lockup the smaller fellow slightly took a dirk from his pocket and put it up his right sleeve. The detective had his eye on him, and grabbed him and snatched it away. Magistrate Struthers sentenced them to six months at hard labor in the county gaol.

The C.P.R. station has been treated to a fresh coat of paint, and looks quite improved in appearance.

The C.P.R. tank is nearing completion. The stone foundation, 19 feet high, was finished some time ago, and now the tank proper is ready for the water to be turned on. The tank is built of British Columbia cedar, in narrow strips, three inches thick, and coated inside with pitch.

An Ottawa Free Press special from Carleton Place says an accident on the C.P.R. occurred at Carleton Place early on Saturday morning. When the early train was pulling in from the west a head-on collision occurred with a shunting engine which was standing at the turn and the express train. The express train was in charge of engineer Harry Clendenning, of Ottawa, who along with his fireman escaped unhurt. Both engines were badly smashed and how the men in the cabins escaped is a miracle. The accident is attributed to wrong signals, the shunter being standing on the main track at the time. Passengers on the express train received a severe shaking up, but were much relieved when it was made known that nothing serious had happened.

What might have been a more serious accident occurred about ten o'clock last Friday evening. The mixed from Brockville, due at 8:55, was nearly an hour late and ran down past Munro's crossing to switch the freight cars on the Manitoba siding before running into the station with the passengers. Two cars standing upon the siding started and ran away on their own account and met the mixed backing up, giving the passengers quite a shaking up. In order to clear the line again for No. 2 - the Winnipeg Express being several hours late - the shunter was set to work and in running down toward the river to make a switch met head on with the express on the bridge, with a terrible crash.-- the only damage resulting was to the fronts of the engines -- nobody hurt-- - Carleton Place Herald.

TRAIN JUMPED THE SWITCH ,

"Soo" Express Runs into Haley's Station - Shantyman Hurt and One Car Damaged.

While the east bound "Soo" express was passing Haley station, seven miles above Renfrew at 2 o'clock this morning , the entire train of four cars left the track. The baggage car struck the end of the station house, partly demolishing it . Fortunately none of the cars, all of which were of heavy construction, were overturned, and the train crew and passengers escaped serious injury. An unknown shantyman had his hand painfully cut by broken glass. The injury was dressed by Dr. Murphy, of Renfrew, who was summoned to the scene by the railway officials. The cause of the accident is thought to have been a misplaced switch rod. The engine and tender passed over safely, but the baggage car left the rails followed by the second and first class cars and sleeper. The road, where the accident occurred, is examined twice daily, and after the accident the switch was found securely locked as usual.

Fortunately the accident happened in the railway yard and it was thus made possible to conduct through traffic on the adjoining track without delay. The train was in charge of Engineer Clendinnen and Conductor Nidd, both of Ottawa, and was running at reduced speed through the yard when the accident occurred. The train was not billed to stop at Haley's Station and at that early hour there was no one in or about the building when it was struck. The passengers were transferred to a train made up for the purpose, and were conveyed to the city after a delay of about three hours. A wrecking crew was sent up from Ottawa and it is expected the coaches will all be replaced on the track today. Owing to their solid construction work, none of the cars with the exception of the baggage car, were seriously damaged.

TRAIN JUMPED THE SWITCH BUT THE PASSENGERS WERE NOT INJURED.

As Accident to the Soo Train at Haley's Station Near Pembroke This Morning

This Soo train, Canadian Pacific Railway, due in Ottawa at 4.10 a. m.. left this track at Haley's station, six miles this side of Pembroke, smashing the baggage car and also doing considerable damage to the station house. Fortunately no one was hurt beyond one shantyman. who scratched his hand in tumbling around the second-class car, when the baggage car struck the station.

This train does not stop at Haley's and was consequently going along at a good rate. The engine passed over the switch all right but the baggage car took the siding and left the track a few yards from this switch; taking the rest of the train with it. A few feet from the switch the platform begins and the baggage car truck switched into this, throwing the body of the car across the four foot platform up against the station, carrying that building almost to entire destruction. Fortunately there is no night operator on duty here, so that no one was injured.

When the baggage car left its trucks the second-class car stopped up short, throwing the passengers about this car rather unceremoniously, but they all escaped without serious injury.

The accident is supposed to be due to a broken switch rod.

All passengers, with the exception of those in the Pullman, were transferred to another train, made up at Pembroke and sent on to Ottawa, arriving here at 7:45.

The eastbound Soo train on the C.P.R. jumped the track at 2 o'clock this morning at Haley's station, the first station west of Renfrew. There was no loss of life and comparatively little damage to the train.

The baggage car next to the engine was the first to leave the track and following it went the three coaches at the rear. The former smashed into the station building damaging it to some extent but remaining intact itself.--

RUNOFF AT RENFREW

C.P.R. Express Jumps the Track

The east-bound Soo train on the C.P.R. jumped the track at Haley's station, near Renfrew, about 2 o'clock Monday morning. There was no loss of life and comparatively little damage to the train. The baggage car next to the engine was the first to leave the track and following it went the three coaches at the rear. The former smashed into the station building, damaging it to some extent, but remaining intact itself. The coaches were not upset, and the passengers, although shaken up, escaped injury.

It was fortunate that the roadbed is level at that point; otherwise the result would doubtless have been more serious. Besides this, when the baggage car was detached from the engine the brakes on it and on the succeeding coaches came into play automatically, with telling effect. As a consequence they were at a standstill when about twenty-five yards were covered. An investigation will be held to enquire into the cause.

14/12/1900 *Almonte Gazette* *Chalk River* *Haley's*

The eastbound Soo train on the C.P.R. jumped the track at 2 o'clock last Monday morning at Haley's station, west of Renfrew. There was no loss of life and comparatively little damage to the train. The baggage car next to the engine was the first to leave the track, and following it went the three coaches at the rear. The former smashed into the station building, damaging it to some extent, but remaining intact itself. The coaches were not upset, and the passengers, although shaken up, escaped without injury. Only one of them was hurt, a gentleman who had his hand cut by a broken window pane. The cause of the accident will be investigated.

14/12/1900 *Renfrew Mercury* *Chalk River* *Haley's*

The Soo express from the west made kindling wood of the station building known as Haley's on Monday morning. A broken switch rod is supposed to have been responsible for the trouble. This train does not stop at that station, and was sailing along at a speed of 35 or 40 miles an hour. The engine and tender had gone over the switch safely. But the baggage car left the rails and crashed into the station building and flattened it and the goods stored therein. -- The woodwork of the demolished station building took fire from the coals which were scattered from the stove which had been in it. --

15/02/1901 *Eastern Ontario Review* *Chalk River* *Carleton Place*

C.P.R. Settlers Trains

the C.P.R. will run special settlers trains to Manitoba and the North West during March and April. Special trains will leave Carleton Junction every Tuesday at 9 p.m. Special sleeping cars will be attached and berths will be free. Any C.P.R. agent will be pleased to furnish inquirers with settlers guide or other information.

This was also run in subsequent editions.

01/03/1901 *Almonte Gazette* *Chalk River* *Carleton Place*

Carleton Place News

Mr. Richard Corr, brakeman in the C.P.R. yard here, had a close call on Sunday night. He was engaged in the performance of his duties making up a train, when he slipped upon the rails and so close that the wheel struck his head and pushed him off, and he was severely crushed between the cars and the platform. Excepting the squeezing no further damage resulted, but Mr. Corr has no desire to repeat his experience, and will probably be unfit for duty for a week at least.

08/03/1901 *Almonte Gazette* *Chalk River* *Almonte*

Quite a crowd gathered at the Almonte station Monday evening to get a glimpse of the 380 stalwart young fellows who were accepted in the west as members of the Baden-Powell force for service in South Africa. There were eight coaches, a couple filled with khaki-clad members of the mounted police. A streamer on one of the cars read: "We shall patrol South Africa or bust." They were a jolly lot. A number of Almonte ladies procured souvenirs from the policeman ere they left the station.

15/03/1901 *Ottawa Journal* *Chalk River* *Haley's*

"SOO " TRAIN OFF THE TRACK

The "Soo" train due at the Canadian Pacific station this morning ran off the track at 4.30 o'clock one mile this side of Haley's station, but fortunately no one was hurt although the passengers were somewhat shaken up. The engine, baggage, first class and Pullman cars left the track and landed (?) on their sides. The cause of the derailment is unknown to the officials at Ottawa.

16/03/1901 *Ottawa Citizen* *Chalk River* *Haley's*

The Soo Train Ditched at Haley's Station

The west bound "Soo" train on the C.P.R., which passed through Ottawa at 1.40 a.m. was ditched at Haley's station a few miles west of Renfrew about 4 o'clock this morning. Fortunately none of the passengers were seriously injured. With the exception of the engine almost the entire train, including baggage, tourist, first class car and pullman left the track and the rails were badly torn up. Balance illegible.

21/03/1901 *Merrickville Star* *Chalk River* *Haley's*

The C. P. R. "Soo Express going west was derailed last Friday morning at 4.20 o'clock one mile east of Haley's Station. The tender, baggage car, tourist car, sleeper and two coaches left the track. The train was running at a good speed and the track was torn up for some distance. A number of the passengers were badly bruised but none were seriously injured. The cause of the accident is not known.

22/03/1901 *Almonte Gazette* *Chalk River* *Haley's*

The "Soo" express going west was derailed last Friday morning one mile east of Haley's station at 4.28. a.m. The tender, baggage car, a tourist's car, a sleeper and one or two other coaches were detached. The cause of the accident could not be learned. The train was going at a pretty fair rate of speed and the track was tore up for a considerable distance. Superintendent H. B. Spencer left for the scene Friday morning and a wrecking train went out from Carleton Place. The company also telegraphed for its physician from Renfrew. Although several passengers were bruised and sustained nervous shocks, the railway authority state that too no one was seriously injured.

05/04/1901 *Almonte Gazette* *Chalk River* *Almonte*

Terrible accident

In the CPR yard here on Monday afternoon (1/4) last the section men were engaged in leveling the siding between the Church Street crossing and the Elmsdale Flannel Mills. The front section of a freight train was on the same siding and was shunting. The Freight engine and a few cars were backing down to be coupled to the rear section at the same time that the afternoon express for Winnipeg came thundering along. Mr. William J Code, section foreman, was busy putting a spike on the siding, and seems to have forgotten the fact that the freight train was on the track on which he was at work. As the express went whizzing past the freight backed slowly in the same direction. Mr. Code kept working away, unconscious of impending danger. The brakeman of the freight shouted to him repeatedly to get out of the way, but the noise of the trains prevented his being heard and the end of the car struck Mr. Code turning him partially around and he fell prostrate across the rails face downward. The rest of the story can be imagined. The ponderous wheels passed over the unfortunate man, virtually bisecting his body about the waist. A car and a half passed over him. When the train was stopped he was taken out dead. He probably never knew what happened him. The shocking scene was witnessed by one of his fellows at work, Mr. Tom Walker, and by one or two others. The body was removed to the side of the track. Doctors were soon in attendance and the coroner Dr. Burns, on learning the facts decided that an inquest was unnecessary. The body was taken to Mr. Donaldson's undertaking establishment where it was dressed and taken to the house of deceased next morning and on Tuesday afternoon the funeral took place by CPR to Franktown his old home. A large number of friends were present to show their sympathy.

TERRIBLE ACCIDENT

Mr. W.J. Code, Section Foreman, Killed Instantly. Cut in Two by a Freight Train - Particulars.

In the C. P. R. yard here on Monday afternoon last the section men were engaged in leveling the siding between the Church Street crossing and the Elmsdale Flannel Mills. The front section of a freight train was on the same siding, and was shunting. The freight engine and a few cars were backing down to be coupled to the rear at the same time that the afternoon express for Winnipeg came thundering along. Mr. Wm. J. Code, section foreman was busy pulling a spike on the siding, and seems to have forgotten the fact that the freight train was on the track on which he was at work. As the express went whizzing past the freight backed slowly in the same direction. Mr. Code kept working away, unconscious of impending danger. The brakeman of the freight shouted to him repeatedly to get out of the way, but the noise of the trains prevented his being heard, and the end of the car struck Mr. Code, turning him partially around, and he fell prostrate across the rails, face downward. The rest of the story can be imagined. The ponderous wheels passed over the unfortunate man, virtually bisecting his body about the waist. A car and a half passed over him. When the train was stopped he was taken out, dead. He probably never knew what happened to him. The shocking scene was witnessed by one of his fellows at work, Mr. Tom Walker, and by one or two others. The body was removed to the side of the track. Doctors were soon in attendance, and the coroner, Dr. Burns, on learning the facts, decided that an inquest was unnecessary. The body was taken to Mr. Donaldson's undertaking establishment, where it was dressed and taken to the home of deceased next morning, and on Tuesday afternoon the funeral took place by C. P. R. to Franktown, his old home. A large number of friends were present to show their sympathy. Rev. Mr. Riggs officiated. The late Mr. Code was an excellent citizen, quiet and honest and unostentatious, but greatly esteemed by all who knew him. He had a reputation as one of the best section for men on the line. He was thirty-two years old - in the prime of his life. He came here about three years ago from Franktown, built a fine house in the Springfield section, and was apparently prospering, judging by the constant improvements he has been making on his property. He was an exemplary man, a model foreman, conscientious in his work, and had qualities that won him warm friendships. He leaves a widow and two children - a boy of five and an infant girl of three months. These, it is needless to say, have universal sympathy in their sudden and heart-breaking affliction.

As soon as Mr. H.B. Spencer, C.P.R. superintendent, heard of the accident to the late Mr. Code, he wired to have Undertaker Donaldson take charge of the body and make all funeral arrangements. The expense was generously borne by the company, which lost one of its most faithful officials in the death of Mr. Code.

10/04/1901 *Ottawa Journal*

Chalk River

Pakenham

THE SCENERY FELL DOWN

A landslide occurred yesterday afternoon on the line of the Canadian Pacific Railway, near Pakenham. The earth has not covered the track, but has so weakened the embankment trains cannot be safely run over the affected portion. The slide is about 60 feet in extent. The through trains are being run on the line of the Parry Sound and the passengers and freight on the local trains are being transhipped at the point of the land slide.

12/04/1901 *Almonte Gazette*

Chalk River

Almonte

Another landslide took place at the troublesome spot on the C.P.R. near Pakenham today (Thursday), when about eight feet of earth slid away from the track. The pile-driver went to the scene. A big job is ahead for the staff of workmen, apparently.

The "slip-in" as it is called, on the C.P.R. about a mile out from Pakenham station, is in a rather dangerous condition at present. Watchmen and workmen are in constant attendance, and all trains cross at a very low rate of speed. This is where so much labor was spent a few years ago in pile driving and filling up with stones.

Another Washout Near Pakenham.

For the past ten days or so the C.P.R. authorities have had men watching their track at the scene of the washout of thirteen or fourteen years ago, opposite the farm of Mr. McCann, a mile this side of Pakenham, as the heavy rains of late rendered it unsafe, and there were indications that another washout might take place any day. The expected happened on Tuesday, when a considerable portion of the embankment (that was repaired the time of the first landslide) disappeared from view, the piles that were put in at that time being carried down near the bank of the Mississippi, leaving a gap of fifty or sixty feet of the C.P.R. track unsafe for train traffic. Orders were issued at once prohibiting trains from crossing until the damage was repaired. Messrs. C. W. and H. B. Spencer, superintendent-general and superintendent for this division were quickly on the scene, all the men available in Pakenham and Almonte being engaged, and under roadmaster Jelly, soon had things in shape for trains to cross, though for Tuesday afternoon and tonight and the greater part of Wednesday the passengers and baggage had to be transhipped at the scene of the landslide, while up till today the expresses to and from Winnipeg and the Soo trains have been using the C. A. R. line between Ottawa and Arnprior and evidence of the good feeling between the two roads that was not generally supposed to exist. Today (Thursday) 100 men additional were brought up from Montreal, and the track will be put in thoroughly safe condition at once. This will probably be accomplished by building it farther back from the slipping bank, which can be done by absorbing some of Mr. McCann's farm. By Wednesday evening the local trains and freight train were able to cross on the temporary track built a distance (illegible)

19/04/1901 *Almonte Gazette*

Chalk River

Pakenham

Mr. Sid McLean, baker, furnishes the navvies at work on the Pakenham landslide over a hundred loaves of bread daily. Some of the men get outside of a loaf with surprising rapidity.

On Sunday evening the Italians who had been working all day on the work at the slip-in were notified that they had to change their quarters in the colonist cars that they had been housed in for boxcars, as the company wanted the colonist cars for other purposes; but they refused to do so, and raised a row, and made a big demonstration, but at last went as bidden. The work still proceeds. Over one hundred men have been at work the past week, and hundreds of tons of stone has been quarried and dumped down the bank.

25/04/1901 *Merrickville Star*

Chalk River

Pakenham

During the break at Pakenham the C.P.R. sent its Winnipeg and Soo trains over the Parry Sound between Ottawa and Renfrew. There were fourteen trains in all, and it cost the company \$100 a train.

KILLED ON THE TRACK.

The Mangled Remains of Wm. Hopkins Found on the C.P.R. Track at Arnprior,

Mr. William Hopkins a former resident of Smith's Falls met a shocking death near Arnprior on Friday. About 7 o'clock that morning his mangled remains were found on the C. P. R. track. . The Watchman in the account of the accident says, "The body was lying on its back on the south side of the track, the wheels of the train having completely severed the legs from the trunk at the hips. The left arm was broken and an ugly wound was visible in the side. The face was not disfigured in the least, Lying near by was a silver watch, badly dinged, which had stopped sharp at four o'clock, a pair of spectacles, door key, a small brown colored purse, and several silver coins of small denomination. The body had been respectably dressed. The pants were of brown tweed, laced boots grey woollen socks, black vest, white shirt. Nothing was found in the pockets which would give any clue to his identity. The unfortunate man was probably between fifty and fifty-five years of age, face clean shaven and thin grey hair. Coroner Cranston after viewing the remains had them conveyed to the morgue of Messrs Stafford & Son. The man was afterwards identified as William Hopkins who just prior to his death had lived in Carleton Place having removed from Smiths Falls to that place but a few weeks ago. When here he resided with his wife, who did laundry work, over Swaynes barber shop, It is not known under what circumstances he met death, but it was undoubtedly accidental. He had been seen around Arnprior the day before. The County Crown attorney was advised in the matter.

26/04/1901 *Almonte Gazette**Chalk River**Arnprior*

The C.P.R. wants the Arnprior town council to supply them with water for their engines when their water works are completed.

03/05/1901 *Almonte Gazette**Chalk River**Almonte*

Mr. Burke, C.P.R. section boss, has arrived and assumed his duties.

10/05/1901 *Almonte Gazette**Chalk River**Almonte*

That New Station.

Almonte citizens have big expectations from the C.P.R. Co. this year. The new station and an elevator close to it have been on the public tongue for years, and the officials have been promising since a way back in the last century that a decent building will take the place of the shack that is now doing duty. The promises were specific in 1900. It is hoped that they will become performances this year, and thus remove what has been a reproach to the great railway corporation and this live town for a decade or more. The people here have suffered long in this regard, and no one knows the inadequacy of the present buildings better than the high-up officials who have to do with this division. Lets have twentieth century accommodation this initial year.

07/06/1901 *Ottawa Citizen**Chalk River**Pembroke*

The C.P.R. is improving its property at the station by adding a large lawn and flower garden which will greatly improve the appearance.

07/06/1901 *Almonte Gazette**Chalk River**Almonte*

Two cars of silk passed through here on Sunday on the C.P.R. - a special train.

12/07/1901 *Almonte Gazette**Chalk River**Cobden*

The C.P.R. tank about a mile east of Cobden was destroyed by fire last week.

26/07/1901 *Almonte Gazette**Chalk River**Pakenham*

Pakenham

The dingy old walls of the C.P.R. station are being overhauled and whitewashed this week.

02/08/1901 *Almonte Gazette**Chalk River*

A. C.P.R. freight train was wrecked beyond Pembroke on Wednesday and engineer Griffith was injured. The Soo and Winnipeg trains are greatly delayed as a result. The rails spreading caused the wreck.

02/08/1901 *Ottawa Journal**Chalk River***RUN OFF AT PEMBROKE**

Rails Spread and the Freight ran Into a Ditch, the Engineer and Fireman Being Injured

(Special to The Journal.)

Pembroke. August 1. - A bad smash up occurred on C.P.R. last night at one o'clock. The engineer and conductor were injured Two miles west of Pembroke a freight train going west ran off the track. The engine with fender [sic] and one box car loaded with freight were landed in the ditch. The tender and box car were completely destroyed and a box car loaded with coal broke through a culvert. The rail were badly, twisted. and other damage done to the road. Wrecks trains from Chalk River and Carleton Place were soon on the scene, and had ths track cleaned [sic] and repaired by noon. The west Soo express was express was held at Chalk River, and the east Soo was held at Pembroke. The rails spreading caused the accident.

16/08/1901 *Almonte Gazette**Chalk River**Almonte*

A Serious Orgie.

Last Saturday evening the staff of C. P. R. trackmen who took the places of the strikers here had a big jamboree in their boarding car, on the blind siding beyond the station, and before they were through with it, in the middle of a row among themselves, one of their number, Coles by name, sustained a bad cut in the wrist by falling on a broken beer bottle. He was taken to the waiting room of the station, and a couple of town doctors were summoned, who had quite a task to stop the bleeding, and the victim of the accident lost a lot of blood. The affair sobered the crowd, probably prevented a serious row. Coles was taken to an hotel and given medical treatment, and was taken to an Ottawa Hospital on the Sunday Soo train. The men got theie conge from the C. P.R. Co. The same day, and thus far no successors on the track have arrived.

30/08/1901 *Almonte Gazette**Chalk River**Renfrew*

The first whole car load of tea reached Renfrew from China last week

Superintendent Spencer and staff were here this week inspecting the C.P.R. roadbed in view of the coming transcontinental trip of the Duke and Duchess.

Mr. John Dolaldson has been given the contract for decorating the C.P.R. station for Tuesday next - the day the Duke and Duchess will pass through Almonte. Some citizens suggest that the station would make a special bonfire if the C.P.R. Co. thought well to take that means of honoring the Duke prior to building the long promised new station! It would "kill two birds with one stone," as the old saying goes.

Prof. Geo. Murray B.A., Oxon., F.R.S.C., of Montreal was commissioned by the C.P.R. company to select forty books by Canadian authors for the use of the Duke and Duchess of Cornwall and York during their trip across the continent. The books have been placed in the library attached to the royal train.

Harry Clendenning, of Ottawa, one of the most efficient and popular engineers running out of the capital, will have charge of the engine drawing the Royal train from Ottawa to Chalk River. His fireman will be George Molen, of Hintonburg. Every precaution will be taken on the C.P.R. as on English roads to prevent accident or delay to the Duke's magnificently fitted up train, which will run in two sections. Special orders will be issued to regulate all traffic and the royal train will be given the right of way. The Duke and Duchess and suite travel by the second section.

24/09/1901 *Ottawa Journal* *Chalk River*

Now Good Bye Has Been Said

Page 1 col 1

25/09/1901 *Ottawa Journal* *Chalk River*

Progress of the Royal Party

27/09/1901 *Almonte Gazette* *Chalk River* *Pakenham*

Pakenham News

On Tuesday afternoon of this week the school children were allowed to go to the C.P.R. depot to see the train with the Duke and Duchess pass, and with their teachers they all lined up on the platform, and as the train passed waved their flags and cheers lustily. There were about as many people collected at the station and along the bank on either side of the track as there would be at the exhibition here, but all were disappointed that the train flew past at such a rate.

27/09/1901 *Almonte Gazette* *Chalk River* *Almonte*

The Royal Visit

The Train Stopped and the Duke and Duchess Receive a Great Ovation

At the request of a number of citizens Mayor Simpson telegraphed Major Maude on Tuesday informing him that Almonte was the terminus of the railway when King Edward visited Almonte in the same capacity as that in which the Duke and Duchess of Cornwall and York are at present doing, and asking that the royal train be stopped here to give Almonters an opportunity of seeing the representatives of royalty and giving them a hearty cheer on their journey westward. To the delight of our citizens the request was immediately granted, and the order given for the train to stop. Nearly three thousand citizens and visitors gathered at the station, and as the first section of the train passed through at a good rate of speed there was disappointment on almost every face until it was known that the royal party were not on board. About half-an-hour later the second section came along, and slowing up as it reached the station soon came to a stop amid the cheers of the assembled crowd, among whom were a large number of school children who were gathered on an eminence near by which gave them a good view. The Duke and Duchess came out at the rear of the car, and were given a hearty greeting. His Highness asked for the Mayor, who came forward and was introduced to him, and they chatted freely during the time at their disposal, the Duke asking many questions regarding the town, and expressing the pleasure it was to him to stop there under the circumstances, and also voicing his appreciation of the loyal and enthusiastic reception accorded to them. As the train was moving off the school children, led by Mr. R.W. Haydon (who, by the way suggested the idea of sending the telegram which resulted in the stopping of the train), and joined by the vast concourse of people, sent up a cheer which must have sounded to their royal highnesses very much like what they would hear from as many British throats at their own home in the tight little isle across the sea. It was a cheer that left no doubt as to the loyalty of the citizens of Almonte, both old and young and it was graciously acknowledged by the royal party.

Sir Wilfrid Laurier was on the first section of the train, and stood out on the platform and waved acknowledgement of the hearty cheers he received. The train conveying the Duke and the Duchess was one of the finest that ever passed through Almonte. The outside appearance was magnificent and the inside appointments most luxurious.

The cowboys entertained the crowd while waiting for the royal train on Tuesday by playing pranks upon each other. They all entered heartily into the sport, and gave some wonderful exhibitions of their dexterity with the lasso.

Had our citizens known an hour or two sooner that the train was going to stop they would have shown travelling royalty what they could do in the way of a loyal send-off. As it was there was no room left to doubt the fealty of the assembly.

Peter Kelly caused considerable merriment at the station when the royal train was here by wishing the Duke "good luck," and informing him that he saw his father when he was here forty years ago. Given in Peter's true Irish brogue it was amusing, and the Duke seemed to enjoy it.

It was a matter of regret to Capt. Cole that he had not time to get the members of his company together before the train arrived. However, they will have an opportunity at Toronto of letting the Duke and Duchess know what their attitude is towards the head of the empire of which we form a part.

27/09/1901 *Almonte Gazette* *Chalk River* *Arnprior*

The Royal train stopped at Arnprior for a few minutes Tuesday afternoon, and about 2,000 people saw the Duke and Duchess, whom they cheered heartily. The station and station platform had been decorated by the railway company.

11/10/1901 *Almonte Gazette* *Chalk River* *Almonte*

The Good Roads Train will not reach Almonte this year. It is likely to be laid up at Carp for the winter. The work undertaken this season has taken more time than was expected. Work will be resumed early in the spring.

During the high water last spring a portion of the crib work and concrete around the base of one of the piers of the C.P.R. bridge was damaged. Advantage is being taken of the low water just now to have it repaired.

25/10/1901 *Almonte Gazette* *Chalk River*

The C.P.R. is laying new rails between Smith's Falls and Franktown.

01/11/1901 *Almonte Gazette* *Chalk River*

The C. P. R. has sent thirty-five locomotives to the western division in addition to twenty-five borrowed from the Grand Trunk, to assist in the movement of the Northwest wheat crop to the seaboard.

08/11/1901 *Almonte Gazette* *Chalk River* *Arnprior*

A new "diamond" has been put in place at the intersection of the C.P.R. and C.A.R. lines at Arnprior.

The C.P.R. employees at Carleton Place have bedded over 400 flowering bulbs in the plots about the station and a luxuriant twelfth of display may be expected next summer.

The plans for a new station at the junction have been finished. They provide for a beautiful building, with hooded platforms. The site arranged for is in the little triangle where the telegraph office now languishes, though that may be changed.

15/11/1901 *Almonte Gazette**Chalk River**Renfrew*

There was an accident on the C.P.R. two miles above Renfrew last Monday morning. The steam valve of an engine hauling a freight eastward was blown out and several hours elapsed before the engine was prepared. The local express eastbound was delayed an hour and a half in consequence of the accident

15/11/1901 *Almonte Gazette**Chalk River**Almonte*

New Railway Station.

A new railway station will be built in Almonte next summer. Superintendent H. B. Spencer, of the C. P. R., was in town on Monday last and made the emphatic announcement that the much-needed, long-expected building will be erected without any greater delay. Mr Spencer stated that the station will be built of stone, and constructed entirely after the plan of the stations at Arnprior, Renfrew and Pembroke. It will cost in the neighborhood of ten thousand dollars. No town along the line has stronger claims to a commodious and substantial station than Almonte, as a C. P. R., it is claimed, derives more business from Almonte than any town between Ottawa and Winnipeg. This business is growing each year; indeed this growth was indirectly the cause of Supt. Spencer's visit, as during his stay in town he arranged for an extension of the crossing siding to meet required siding accommodation. The siding will be lengthened by about 760 feet, to accommodate 20 or 25 more cars. This work will be started at once.

22/11/1901 *Renfrew Mercury**Chalk River**Almonte*

A new railway station will be built at Almonte next summer. Superintendent H.B. Spencer of the C.P.R. was in town on Monday last and made the emphatic announcement that the much needed, long expected building will be erected without any greater delay. Mr. Spencer stated that the building will be built of stone, and constructed entirely after the plans of the stations at Arnprior, Renfrew and Pembroke. It will cost in the neighbourhood of ten thousand dollars-- during his stay in town he arranged for an extension of the crossing siding to meet required siding accommodation. The siding will be lengthened by about 700 feet, to accommodate 20 or 25 more cars. This work will be started at once.

13/12/1901 *Almonte Gazette**Chalk River**Almonte*

Torpedoes Caused Alarm.

Last Friday night, while a freight train was being shunted at the western switch, a drawbar was drawn. Torpedoes were placed on the track to warn other trains of the danger. When the midnight passenger trains arrived these torpedoes exploded and the noise caused many towns people to awake from their slumbers. For a time no one could understand the cause. It is claimed one woman, whose husband at that hour was down cellar attending the furnace, mistook the explosion of the torpedoes for revolver shots and imagining that burglars were in the house and had fired at her husband, was about to rush out to inform her neighbors when her husband appeared on the scene unharmed.

31/01/1902 *Ottawa Citizen**Chalk River**Renfrew*

C.P.R. Collision

Isaac Van Allen of Carleton Place Killed and Two Men Injured Near Renfrew

Isaac Van Allen, of Carleton Place, brakeman on the C.P.R. was killed last night about two miles west of Renfrew, through a freight running into a disabled engine and car. He was in the caboose of the train that was ahead. It is supposed that the cold weather caused the accident, steam forming in such quantities that the lights of the caboose could not be seen by the engineer of the freight. Two other trainmen escaped death by crawling through the cupola of the van. They were somewhat injured but not seriously.

28/02/1902 *Renfrew Mercury**Chalk River**Cobden water*

Cobden Sun. Some weeks ago the C.P.R. put a gang of men at work digging a well immediately north of the tank on the west side of the yard here. They sank the shaft about twenty feet and then abandoned their job. So great is the need of a greater water supply here that another gang of ten laborers went to work on Friday afternoon last with instructions to sink the shaft an additional eighteen feet. Whether or not a well of the dimensions of the one at present being dug will supply water in sufficient quantities to meet the demand cannot yet be stated, but the well will serve a good purpose if it will supply engines during the winter. The scarcity of water here is a distinct loss of money for the company. Nearly every day trains are stalled on the siding while the engines run to Renfrew to get water and return. A few days ago no less than five engineers found themselves in this predicament and had to run to Renfrew while their trains remained in the yard here. Had they been able to get water here the probability is that the trains would have reached Ottawa at the time they were prepared to pull out of Cobden.

28/02/1902 *Renfrew Mercury**Chalk River**Almonte*

Almonte Gazette. A rotary snowplow passed through Almonte on Tuesday morning. It was put into use to clear the huge banks of snow from the C.P.R. track in the cuts west of Pakenham. The accumulation of snow at these points has been very annoying to the company of late, and gangs of men have been almost constantly employed keeping the line cleared. The method adopted for clearing the line was rather a novel one. A locomotive hauled a platform car on which was a device like a scraper, the wings of which caught the snow within the cuts and drew it in towards the centre of the track, instead of casting it out as does a snowplow. After this had been done the rotary plow was put to work, and, gathering the snow into its revolving flanges, cast it many yards distant from the track. In this way the cuts were soon cleared out, while otherwise hundreds of men would not have been able to do the work had they worked weeks at it.

16/04/1902 *Ottawa Journal**Chalk River*

CPR is considering a short cut between Britannia and Arnprior.

04/07/1902 *Renfrew Mercury**Chalk River**Arnprior*

Work is being pushed upon the new siding of the C.P.R. About twenty men are employed making the excavation, the clay from which is being conveyed to Snedden's. The siding, which at present terminates at the station, will be extended to Daniel street, and the switch for the new track will be placed somewhere near the present switch. --

24/07/1902 *The Equity, Shawville**Chalk River**Cobden water*

The C.P.R. has commenced the erection of a water tank, to hold 50,000 gallons, at Gould's creek near Cobden. The Sun says a rumor, the accuracy of which cannot be guaranteed, to the effect that the new spur, which will connect the main line of the C.P.R. with the P.P.J., will leave the transcontinental main line in the vicinity of Gould's creek and it is with this contingency in view that the tank is being constructed on this site. The rumor was brought to town by a Montreal traveller who stated that he heard it in Montreal and Ottawa. The action of the C.P.R. in building the tank so far away from the station seems to bear out the statement. Men who know the country between here and what is known as Split Rock on the Quebec side of the Ottawa, say there is an admirable route between the two points which could be utilized by the railway company at a minimum of expense.

28/11/1902 Renfrew Mercury Chalk River Almonte silk

One of the most valuable trains that ever passed through Almonte went east on the C.P.R. Tuesday afternoon. It was a special silk train, made up of refrigerator cars in which were stored the cargo of the C.P.R. liner Empress of China, recently arrived at Vancouver from the orient. The freight carried on the train consisted entirely of raw silk, and was valued at several million dollars. It was consigned to a silk factory in the eastern states. The train followed No. 2, the regular passenger, and every attention was paid by the officials to the safe despatch of the precious cargo.

16/01/1903 Eastern Ontario Review Chalk River

The body found by section men beside the track of the CPR at Graham's 8 miles east of pembroke, on Friday, has been identified as that of Thomas Clarke, of hawkesbury, The deceased was employed as a shanty man. He evidently fell off the train when on his way home and the body was found frozen stiff. It was intrrred on Saturday at Coideu.

13/02/1903 Renfrew Mercury Chalk River Almonte

From the Almonte Gazette. Since his access to office as mayor of the town, Mr. Thoburn has been interesting himself in Almonte's station accommodation, or, rather, lack of accommodation, and in reply to a letter written by him to Sir Thomas Shaughnessy, president of the C.P.R., he received a letter this (Thursday) morning containing the pleasing assurance that a new station will be built here this year.

06/03/1903 Renfrew Mercury Chalk River Pembroke

From the Cobden Sun. The morning train running east was about an hour late on Monday, due to a peculiar cause. When about ready to start out from Pembroke the whistle was blown off the engine and Chalk River had to be called on to send down another.

24/04/1903 Renfrew Mercury Chalk River Arnprior

Arnprior Watchman. A peculiar accident happened to the west bound C.P.R. local train on Tuesday evening. As it approached the Madawaska bridge the coupling gave way and the locomotive proceeded on its way alone, leaving the passengers to wonder why a lengthy stop should be made at that spot. However, the engine was backed up, safe connections made and the train reached the depot here about half an hour late.

29/05/1903 Renfrew Mercury Chalk River Almonte

From the Almonte Gazette. The C.P.R. carpenters are this week engaged in making an enlargement at the freight sheds --When the improvements are completed the shed will be fifty feet longer and will have sixteen feet more platform.

19/06/1903 Renfrew Mercury Chalk River Almonte

From the Almonte Gazette. C.P.R. Contractor Munro was in town again this week in connection with the new station. He is very bust at present, and does not expect to find time to attend to the job. Mr. A.C. Gilmour has entered a tender for the work. The suspense of waiting until Thursday to tell the people that it is coming has been killing. It's the new station in Almonte, and there is no mistake this time. The plans arrived this week, and are now in the hands of the tenderers. The building is to be of stone and will be ten feet longer than those in Arnprior and Renfrew. It is not possible to form much of an estimate of its size but it is going to be a dandy. There is only one thing which detracts from the general brightness which the news caused in the town, and that is the long, woeful countenances of the knockers and pessimists who persisted in giving vent to the darkest prophesies in regard to the prospects of having the new building in spite of all the small straws which showed the way the wind has been veering for some time past.

09/07/1903 Chesterville Record Chalk River Pembroke

Wreck averted with lantern and red handkerchief

An Ottawa despatch says: The Pembroke local on the CPR had a narrow escape on Wednesday. When within a mile of Pembroke the engineer noticed the glimmer of a red light a short distance ahead and applied the air brakes. The train was brought to a standstill and upon investigation it was found that three telephone poles had been blown down by the storm and were lying across the track. A high board fence used to protect the track from snow drifts was also lying on the rails. The red light was found to be an ordinary lantern, around which a red handkerchief had been ties by a man named Legge, a factory employee at Pembroke.

28/08/1903 Eastern Ontario Review Chalk River Almonte

The C.P.R. will build a new station and new yards at Almonte.

28/08/1903 Renfrew Mercury Chalk River Almonte

From the Almonte Gazette. Again there is something interesting to make public concerning the new station which the Gazette predicted would be built this fall. The contract has been signed and Mr. A.C.. Gilmour of this town is the successful tenderer. The plans have not been returned to town yet but will be here in a day or so and work will commence at once. The new building will be a model one and one of the largest along the line. More complete information will be given next week. Mr. Gilmour has until the end of November or perhaps longer to complete the work. Nor is the station all. The C.P.R. has decided to build modern cattle yards at Almonte to accommodate the large number of cattle and hogs which are shipped from this town annually. The new yards will cost in the neighbourhood of \$2,000 and will probably be constructed on the opposite side of the track from the present yards.

11/09/1903 Almonte Gazette Chalk River Almonte

The station property is the scene of a business-like activity these days. On Monday the first sod was turned on the new station. The work is progressing apace. Materials are gradually accumulating. The dressed stone, at least a portion of it, has arrived. Sand and building stone are also on hand.

18/09/1903 Renfrew Mercury Chalk River Almonte

From the Almonte Gazette. The station property is the scene of business-like activity these days. On Monday the first sod was turned on the new station. The work is progressing apace. The materials are gradually accumulating. The dressed stone, at least a portion of it, has arrived. Sand and building stone are also on hand.

16/10/1903 Almonte Gazette Chalk River Almonte

Carpenters are this week at work building the new stock yards which will be on the opposite side of the track and will be considerably larger than the former ones.

06/11/1903 Almonte Gazette Chalk River Almonte

Mr. Geo. Bradford was unable to go with his hunting party last week, as his presence was required at the new station, of which he had the mason work. He left on Tuesday.

[and further down in the same column]

The stone work of the new station is completed and the roof is being put on this week. The cattle sheds are almost finished, and are of good substantial construction. The ground is being filled in so as to bring it up to about a level with the grading of the track. The filling is being done with stone and refuse from the new station, and it will be heavily top-coated with gravel and sand. The grounds around the station are to be cleaned up and levelled off later on, and when all is completed we expect to have a depot, which for beauty, comfort and convenience will cause us to forget in the exuberance of our enjoyment the old ramshackle which has done duty so long.

13/11/1903	Almonte Gazette	Chalk River	Almonte
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Part of the iron-work for the new railway bridge has arrived. The track, beginning near Bridge street, and continuing across the bridge has been moved about three feet towards the south side and the stone bases of the piers upon which the ironwork of the bridge rested are being replaced by new ones. The work will be completed without interfering with the running of the trains. A new bridge is also to be built across the Mississippi at Pakenham.

20/11/1903	Almonte Gazette	Chalk River	Almonte
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The siding at the Elmsdale Flannel mill is now completed and is in use.

04/12/1903	Almonte Gazette	Chalk River	Almonte
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The work at the new railway bridge proceeds slowly these frosty days

22/01/1904	Eastern Ontario Review	Chalk River	
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A freight train on the C.P.R. between Carleton Jct., and Smiths Falls last Tuesday got stuck and the weather was so cold that the train froze to the track and could be moved with great difficulty.

05/02/1904	Almonte Gazette	Chalk River	Almonte
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Workmen are here now engaged in fitting up the new station for occupation.

09/02/1904	Ottawa Journal	Chalk River	Roadys Bay or Sand Point
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Awful wreck on CPR. See photo copy.

10/02/1904	Ottawa Citizen	Chalk River	Sand Point
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Thirteen Dead, 19 Hurt, Sand Point Collision.

In a head on collision between two C.P.R. passenger trains near Sand Point early yesterday morning more than a dozen lives were lost and some nineteen people were injured more or less seriously. Travelling at a rapid rate of speed, the westbound Soo train #7 in charge of Conductor Nidd with Engineer Dudley, collided head-on with No. 8, the eastbound Soo train in charge of Conductor Forester and Engineer Jackson. Failure of the up-going train to obey orders and remain on the siding at Sand Point till No. 8 passed, was the cause of the smash.

An official list of the dead follow: Joseph Jackson, engineer, Ottawa W. Mullen, newsagent, Montreal Robert Thompson, express messenger, Montreal John O'Toole, baggageman, Ottawa Ernest Dubois, fireman, Hochelaga Nelson Robertson, express messenger, Montreal Joseph Chalu, Dolphis Seguin, J. Carriere, M. LeBrun, Wm. Pouliotte of Whitney (ON) and two unidentified.

Badly injured were G.T. Price, fireman, Brockville J.M. Dudley, engineer, Ottawa and many others (names on file)

No. 7 left Ottawa about 3 am Tuesday, February 9, 1904, one hour late. It was given orders to meet No. 8 at Sand Point. When Sand Point was reached the engineer instead of stopping and pulling his train into the siding, went ahead.

The night was cold and frosty and the conductor said they didn't know when Sand Point was reached. The engineer either forgot himself or was unable to distinguish the siding when he came to it.

The train went on travelling at a rapid rate until at a point a couple of miles beyond Sand Point it ran on the time of the down express having the right of way. It was a frosty morning - the mercury away down below Zero - causing the atmosphere to be filled with vapour. While the windows were frosted or beclouded with steam and as a result the engineers couldn't see far ahead. A minute or two later the crash came (about 5 am). Hereo that he was, Engineer Jackson shut off the steam and applied the brakes -an act which did much to reduce the momentum of the train and lessen the number of fatalities. The impact was awful but it was particularly No. 7 the up train that suffered. Nearly all the cars save the rear one, were more or less smashed though they stayed on the track space with the engines locked tightly together and badly demolished at that. Beneath the ruins were the mail, express and train hands and a considerable passenger list, largely composed, however of those travelling on No. 7. Many were wedged down and unable to extricate themselves.

On No. 8 the passengers fared much better but three being killed while the occupants of the rear cars were so fortunate as to escape with a shaking up.

No. 7 was made up of the locomotive, a baggage car, a mail car, two second class cars, one first class and a sleeper.

Engineer Jackson on No. 8 was looking for the siding at Sand Point when he saw the headlight of No. 7 approaching. He applied the brakes and reduced the speed of his train. To this is attributed the fact that No. 8 escaped with a lighter death list and smaller damage to railroad stock.

Jackson stuck to his post according to Father Paradis, a passenger, who was one of the heros of the post crash, and was killed instantly. The wreckage of the locomotive and cars were piled high above him and "we could only see his hand" the priest said.

The locomotive of No. 7 mounted the locomotive of No. 8. The tender of the westbound train was thrown on top of the baggage car of the eastbound train and the baggage, the express and the second class cars followed suit and piled on top of the eastbound locomotive. It was in this mix up that the list of casualties was greeted. It was a fortunate thing that the wreck did not take fire as the lamps in the wrecked cars made this possible according to Father Paradis.

It was dark and intensely cold (-30 degree F). Some of the injured froze to death before they could be rescued even though fires were lit close by. A hospital train was sent from Ottawa to transport the injured to that city. Wrecking crews were dispatched.

Most of the passengers on the two trains were shantymen, hired by the lumber companies in Ottawa, going to or coming from the shanties west of Pembroke and beyond."

11/02/1904	Chesterville Record	Chalk River	Rhoddy's Bay
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As the result of a collision between the east and west bound Soo trains of the CPR, about six miles from Ottawa at a place called Roady's Bay. About 5 o'clock, Tuesday morning, fifteen were killed and about 25 to 30 seriously injured. The accident, it is claimed, was caused by the west bound train hands disobeying orders.
Note this should be Rhoddy's Bay.

12/02/1904	Renfrew Mercury	Chalk River	Sand Point
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Fatal collision near Sand Point. Full account.

19/02/1904	Almonte Gazette	Chalk River	Almonte
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The C.P.R. staff moved into the new station this week, and the old one is now for sale.

No mention of any sort of opening festivities, but there had been a very bad cornfield meet with multiple fatalities at Sand Point the week before, so perhaps the CPR wasn't in a position to celebrate much.

09/03/1904	Ottawa Journal	Chalk River	Sand Point
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Sand Point wreck inquest adjourned.

19/03/1904	Ottawa Journal	Chalk River	Sand Point
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Three men blamed for Sand Point wreck. Report of inquest.

04/11/1904 Renfrew Mercury Chalk River Cobden

From the Cobden Sun. The engineers on the C.P.R. have served notice on the company that they will not drive engines if the cranes used for delivering mail bags to moving trains are not removed. The fireman on the Winnipeg train going east one day last week was struck by the one here. The train was not moving very fast but his cap was removed very suddenly and the mail bag was knocked from its position. The post office department should make it a point to see that these cranes are removed and trains carrying mails are made to stop. In the past few years several mail bags and their contents have been destroyed here by throwing them off and attempting to take them on on moving trains.

10/03/1905 Eganville Leader Chalk River Cobden

Citizens of Cobden want the Winnipeg express trains to stop at Cobden regularly. The official of the C.P.R., whom they petitioned for this favor, assured them that Cobden was at least to have a new station.

28/04/1905 Renfrew Mercury Chalk River Renfrew water

The C.P.R. now have men at work erecting the electric alarm bell to give warning of the approach of trains at the Main street crossing; similar to that in use for the past year of two at the Creek bridge crossing of the C.A.R. The C.P.R. is also fitting up the watering cranes at the station with larger piping; so that two minutes may be saved in the time of trains taking water.

13/10/1905 Renfrew Mercury Chalk River Petawawa

Petawawa, on the C.P.R. near Pembroke, has at last been chosen for a permanent training camp for the militia.--

10/11/1905 Renfrew Mercury Chalk River Carleton Place

From the Central Canadian. An enormous locomotive of a distinctly novel type fascinated citizens about the depot Sunday, imparting fresh zest to the afternoon parade. It was a monster of two cabs, the front for the driver, the rear for the fireman, a speaking tube connecting them. The economic feature was the broad firebox, capable, beyond other types, of consuming the cheaper and poorer types of coal found in the West. The engine was of the Mother Hubbard class and one of fifty under construction for the C.P.R.

06/04/1906 Renfrew Mercury Chalk River Almonte

From the Gazette. A gang of track-layers is at work on the C.P.R. replacing about three miles of steel rails now on the track with heavier ones. The old ones are seventy-two pounds to the yard and the new ones eighty. This is being done at stations where there is heavy traffic and much shunting. Considerable trouble has been experienced this winter by the C.P.R. with breaking rails, no fewer than forty-two such having had to be replaced in the Ottawa division. One was broken a week or so ago beyond the tenth line crossing, which evidently had snapped when a heavy train was passing over it.

15/04/1906 Renfrew Mercury Chalk River Cobden

The old station here which has sheltered the C.P.R. staff and the public for many years is fast approaching the days when it will go into disuse as a depot. The new building is now completed and the painters have practically finished their work inside. The office is to be fitted with a complete outfit of new furniture and when this arrives and the telegraph instruments are put in the new station will be put into service.

27/04/1906 Renfrew Mercury Chalk River Haley's

A large gang of men are working in the gravel pit at present. The steam shovel is expected in a few weeks.

20/07/1906 Renfrew Mercury Chalk River Waba

People living in the vicinity of Waba siding, the half mile stretch of track built half way between Arnprior and Pakenham by the C.P.R. to relieve congestion in the Arnprior and Pakenham yards, have petitioned the company to establish a flag station there.--

31/08/1906 Renfrew Mercury Chalk River Renfrew

There is a rumour about town that the C.P.R. is going to change its route on the east side of the town so as to avoid the heavy grade which causes them a great deal of trouble with their heavy trains. There has also been some talk of the G.T.R. also changing its route somewhat, to allow them to lessen the curves and the heavy grade that is in their line from the station to the Exhibition grounds.

05/10/1906 Renfrew Mercury Chalk River Carleton Place

Carleton Place Canadian: The old repair shops at the depot are being pulled down. They had survived their usefulness, being relics of the Canada Central, and of those ancient days of McKinnon, Eastman and others.

21/12/1906 Renfrew Mercury Chalk River Waba

A new over-head crossing is being built by the C.P.R. where the line crosses the road leading to the Waba bridge. Among the equipment are a steam crane and pile driver, it being the intention to do a substantial job.

Imperial Limiteds, East and West Bound Crash together at Renfrew.

A bad smash up within three hundred yards of the C.P.R. station took place at 3.30 o'clock this morning.

The eastbound Imperial Limited was two hours late and had been placed in a siding to await the crossing of the Imperial Limited going west.

It seems that the switch had been left open and the westbound Imperial Limited express dashed into the train in the siding. The result was that the two engines No. 896 on the eastbound and No. 753 on the westbound were telescoped. The two mail cars and one baggage car were wrecked.

Fireman McKnight on the westbound had his legs badly smashed and Engineer Ryan on the east-bound train was badly scalded. They were immediately removed to the Victoria Hospital, and early this afternoon were reported to be progressing favorably.

Fortunately none of the passengers on the two trains were seriously hurt, though some complained of being considerably shaken. Terror rained for a time, and the hissing of the steam and the glowing coals of the disabled locomotives made a terrifying scene. The passengers, however, were soon satisfied by the officials of the trains and nothing serious had resulted.

A gang was at once set to work to clear away the debris, with the result that the through traffic was not impeded in the slightest.

At 1 o'clock to-day the work of pulling the two engines apart was begun.

It was learned on enquiry at the Victoria Hospital that Fireman McKnight, had sustained internal injuries. With regard to Engineer Ryan it was stated that this was his first trip east.

ANOTHER ACCOUNT

Renfrew, Ont. Jan 30. - W.J. McKnight. 65 Anderson Street, Ottawa and John Ryan, also of Ottawa are in the General Hospital here badly injured as the result of a head on collision between the east and west bound Imperial Limited trains on the C.P.R. at 3.40 o'clock this morning.

The accident was due to a misplaced switch but who set it the wrong is a mystery the officials are trying to unravel now. The two engines were telescoped and two mail and two baggage cars on each train were badly smashed. None of the passengers were hurt beyond a severe shaking up or minor bruises.

Traffic was disorganized, but not completely interrupted and by 1 o'clock the two disabled engines had been separated.

The eastbound train, which was two hours late, was standing on the siding waiting to allow the westbound, also late to pass. The switch was apparently all right, but it was not, and the westbound train which was travelling at considerable speed, crashed into the other.

The engineer, J. Wilson, and the fireman, W. J. McKnight, did not see the open switch until too late. Wilson applied the emergency brakes, but by then the accident was inevitable. He stuck to his engine and by a miracle was not injured.

McKnight tried to jump, but was caught between the engine and tender and had his right leg badly crushed. His condition is regarded as serious, the doctors being unable yet to ascertain whether the arteries have been ruptured or not.

John Ryan was the engineer on the east-bound train, with fireman Bonsall. They jumped, but Ryan was caught and badly scalded about the face, hands and right leg. He is also in serious condition at the hospital.

Word was at once sent to Ottawa and Chalk River and help sent. Wrecking crews and other engines and cars were at once hurried from both places.

Mr. H. B. Spencer arrived from Ottawa early in the morning and at once took charge of operations. The passengers were detained about five hours and then forwarded in either direction.

Drs. Murphy and Connolly was summoned to the scene and arrived within half an hour of the accident. They had the injured men at once removed to the hospital after treating them temporarily. The escape of the others on the engines and the mail and baggage clerks is regarded as remarkable.

The engines, 753 and 896, were badly smashed and the property loss to the company will be considerable.

Mr. McKnight, who was 22 years of age and unmarried, lives with his parents at 65 Anderson St., Ottawa. He has been for several years in the employ of the C. P. R. His father came to Renfrew this morning to see him and convey him to Ottawa, if possible.

07/02/1907 *Kemptville Weekly Advance* *Chalk River*

Renfrew

COLLISION AT RENFREW

A head on collision occurred at Renfrew station early Wednesday morning of last week, between two passenger trains known as the Winniepegs.

The east-bound Imperial limited, No. 96, was standing in the siding when the west-bound Imperial No. 97 crashed into it. The switch leading to the main line up which the west-bound train was approaching had, by some reason or other been left open and the result was the incoming train crashed into the waiting one. The engines were locked in tight embrace and their cabs were smashed. The mail cars on the standing train were telescoped.. The mail car on the east train was smsshad into kindling wood. Fortunately the mail clerk was not on board or he would have been instantly killed. The passengers escaped without injury, except for a shaking up. The train crews and mail clerks escaped by jumping, except an engineer of one and a fireman of the other. One had a leg broken and the other was badly scalded. The injured men were Fireman W. J. McKnight and Engineer John Ryan, both of Ottawa.

On Sunday afternoon a train consisting of the disabled engines and and cars passed through the Junction here, on their way to the repair shops at Montreal. The cars had the sides knocked out, while the cabins of the engines were knocked up sideways. The whole train looked as if it had been struck by some terrific force.

15/03/1907 *Renfrew Mercury*

Chalk River

Pembroke

The C.P.R. contemplates removing the Pembroke station to the front of this townm somewhere along the track bewteen the new and the old wharf. This would be a good move towards securing the town traffic.

13/04/1907 *Ottawa Journal*

Chalk River

Sand Point

Derailment at Sand Point - see accident file.

Photo in edition of 17th but too poor to reproduce.

Train for West jumps from tracks.

Three men injured at Sand Point

Accident occurred at station, a little beyond Arnprior, at 4:20 this morning. Five cars on CPR Winnipeg train leave the tracks as result of broken rail.

The injured.- Details not taken

PSuch is the list of injured in a wreck on the CPR at Sand Point at an early hour this morning, in which the early west - bound train figured. It was only a lucky turn of fortune however, which brought the train around the curved embankment leading to the station before it took the leap from the tracks, that a serious wreck was not the result. Had the cars jumped a second or so sooner the whole train would have been drawn over the embankment and plunged into the Ottawa River below. Few if any of the passengers and trainmen would have escaped with their lives. Cause is uncertain.

Advices received from Sand Point are to the effect that the wreck was caused by a split rail. This seems to be the likely explanation, but officially no cause has yet been ascertained.

It was announced at CPR headquarters in the city this morning that the real cause was not known, but that an investigation would be made at once. The train was due to pull out of the Union Depot at 1:10 a.m., but it was considerably after that time when the start was made. The train was well filled, mostly with settlers, and men from the West, who had come through from Montreal and points for the East.

A few people got on at the station but the local officials state that most of them were returning from Ottawa to intermediate points in this vicinity. At any rate, no official record is obtainable as to whether any local people figured in the smash.

Scene of the wreck.

Sandpoint is situated 5 miles beyond Arnprior, and therefore about 55 miles from Ottawa. At that point there is a curve in the track, bending in at the station, and then bending out again somewhat in the shape of an S. The train had pulled around the first curve and was just getting into the station when the wreck occurred. Luckily for all on board, they had pulled safely pass the danger point, where the embankment overhangs the river, and any deviation from the tracks would have meant instant death for practically everyone.

Those on board are certain that a defective rail must have been the cause. The engine, the tender and the mail car had got over the dangerous part, when the first of the second-class cars jumped the rails. Four others followed suit and breaking away from the rest of the train in front and behind plunged along the tracks. Of the five cars, three were second - class, one a tourist and one a first- class coach.

Luckily the train had eased down on coming around the bend into the station. Otherwise the five coaches would probably have been smashed to kindling-wood. As it was they plunged along for some distance, tearing up a deep furrow, cutting the ties and spreading the rails. After tearing up the gravel for some distance because the cars blocked up and was thrown over against the platform at the station, where they keeled over.

The dining car and the parlour car, both of which were going straight through to Winnipeg, were left on the rails in the rear.

Passengers frightened.

The crash came at 4:20. Most of the passengers were sound asleep in their berths at the time. The sudden crash and shock, followed by the rocking headlong motion of the cars as they plunged from the tracks, awakens the frightened passengers and tumbled them out of their beds.

Pyjama - clad men clung to the first means of support and hung to save themselves, expecting at any moment to feel the cars take the plunge over the embankment. With visions of another Chapleau wreck fresh in their minds, quite a panic prevailed.

Luckily however, the only ones really injured, were the three men in the tourist car - McBride, Burn and Belanger. The first two named received their injuries in the first shock which hurled them across the car. Strangely enough both sustained injury in the same way, wrenched and perhaps broken ankles being the result. Belanger was badly cut around the face and head. It is supposed that broken glass was responsible for his injury. None of the men were seriously injured, however, as far as the reports received this morning go to show.

Relief was felt.

As soon as all possible danger was over, the passengers from all the cars turned out into the open. Great relief was felt when it was seen that the wreck was no worse. Many white, scared faces were seen among the crowd, however.

People from Sand Point soon crowded to the scene of the accident and considerable excitement prevailed illegible.

Story of a passenger.

The Journal was notified at an early hour of the occurrence and managed to get one of the passengers to the long-distance 'phone at Sand Point. Mr. E.J. Brownlee of Stittsville is his name. He had boarded the train at Ottawa and was bound for Winnipeg.

He gave a graphic story of the night's exciting occurrences, from the time when they were all tumbled out of bed by the first shock.

"First thing I knew," he said, "I felt myself pitched head first into the side of the car. The coach seemed to have suddenly struck a bumpy incline and we felt ourselves going along rocking from side to side and expecting to be killed at any moment. Then the motion stopped and we all got out as fast as we could go."

"I tell you they were a pretty scared crowd," he continued, "all of them had heard of the wreck the other day and that seemed to have got on their nerves." He soon got over the shock however. "The rest of the night was spent by the passengers in the station and in the coaches."

Nearly all immigrants.

A large majority of the people on board were immigrants bound for the homesteads of the West. Most of them were men.

The train was in charge of conductor Aubrey, whose home is in North Bay. The engineer was Mr. T Chapman of this city. None of the train hands were in the cars which left the tracks.

Line was blocked.

The spreading of the rails effectually blocked the main line. There is a siding running near the station, which is used for the passing of through trains in cases of emergency. This also was blocked, however, by the fallen cars and as a result it was impossible for the trains following in the wake to get by. The Soo train was blocked up for some hours. As soon as word have been received at headquarters, two auxiliary trains, manned by wrecking crews, were dispatched to Sand Point one from Ottawa, the other from Chalk River.

The gangs got to work with a will and after a few hours effort had cleared the cars off the rear siding so as to allow the trains to pass through that way.

Narrow Escape for Passengers

In the Saturday Morning Wreck at Sand Point

If Accident Had Occurred a Few Lengths Above or Below the Station, cars Would Have Rolled to River's Edge

Sand Point. April 15. Providence was certainly kind to the passengers on the C.P.R. transcontinental No. 97, which left the tracks in front of the station here at 4.20 o'clock Saturday morning. A couple of train lengths above or below and the derailed cars must have rolled down a steep embankment to the river's edge, and what would have been the result is something one does not like to contemplate. As it was, the passengers all escaped without serious injury. A jolt, rude and unexpected, awakened the sleepers, and that was about all the damage done. Only three men required doctor's care, and in these cases the injuries were trifling. G. Belanger, of Montreal, had a cut over his eye which required a couple of stitches. and John McBride and Charles Burr, of the same city, had each an ankle slightly sprained. None were so injured that they could not mingle with the crowd which curiously watched the work of the wrecking gang.

Cracked Rail Gave Way,

The accident, which delayed traffic for twelve hours, was caused by a cracked rail giving way. The engine and baggage car passed that danger spot in safety, but when the first tourist car, laden with navvies for work on the railroad near Medicine Hat, and colonists for the West, struck it the crack meant a broken rail. This car was followed by three others with the same class of passengers, and all went bumping along the ties and ploughing up the ground. The break occurred at the eastern end of the station, and the cars which left the track smashed like matches the heavy planking and sleepers of the platform. The greater part of it was carried bodily away in broken pieces and a flying plank smashed a hole clear through the waiting room wall. The train is not scheduled to stop at this station, and the derailed trucks ploughed through the soil with the cars tilting ever more and more until the strain on the coupling was too much and between the baggage car and the passenger cars off it snapped and the released engine and baggage car sped ahead free. The balance of the train stopped dead with a jerk. Behind the four colonist cars were a first-class coach, a dining car and a sleeper. None of these lost their level, the coach being the only one to pass the break in the rail.

Wild scramble at first.

In the cars off the track and tipped at such a dangerous angle there was at first a wild scramble, but as no danger seemed imminent this soon subsided. Some broke their way through the windows, but the greater part left by the doors, disagreeably awakened, but glad to be safe.

Word of the wreck was at once wired to headquarters and from Carleton Junction and Chalk River wrecking trains were soon on the way. Between seven and eight o'clock the wrecking gangs were at work. A gang was at hand to help those who had been employed laying new steels. Eighty-pound rails were replacing the present lighter ones, and in a couple of days Sand Point would have been reached and the defective rail would have been taken out before it had signalized its retirement from duty by such an expensive act to the C.P.R. About 8 o'clock Mr. H.B. Spencer, superintendent of the division, arrived and took charge of the operations. General Superintendent Zimmerman, of Montreal and Trainmaster D. Robertson, and other Ottawa officials arrived to see what could be done. On the special came also Doctors Mayberry and Kidd, of Ottawa, whose services fortunately were required only for minor injuries, which took them but little time.

A Temporary Track

The rear cars were pulled back into a siding and then the under structure of those derailed which projected was removed and the workmen set at once to building a temporary track around the wreck. This, however, was not accomplished until 4 o'clock in the afternoon and then the train, so inauspiciously stopped, was made up and attached to the Soo train, which had been waiting since early morning to get by for the west. With two engines coupled to the 14 cars the long train puffed pantingly forth on the interrupted journey and traffic was once again open. But all day yesterday the work of getting the derailed coaches on the track and repairing the main line went busily on.

An Eye Witness

Probably the only eye witness of the accident was Mr. James Stewart, who lives close by the station. As every patriotic citizen Mr. Stewart is interested in the immigrants to Canada. "I got up early," he said, "to see the size of the train as I understood it was to be entirely for immigrants. I was walking from my house when I heard a ripping crash and then the cars ploughed through the ground. The noise was tremendous. The passenger coaches in front I could see tipping over and then the coupling broke and the engine and baggage car went ahead like a shot. "Some of the passengers broke through the window and got out, but in a little the most came out by the doors. After the first excitement they seemed to cool down, for some were still sitting in their seats when others came to see the trouble."

Superintendent Speaks

Mr. H.B. Spencer was greatly pleased that there had been neither loss of life nor serious injury, though regretting greatly that the accident had happened at all. "So far as our investigation goes the trouble was caused by a broken rail," he said a couple of hours after his arrival. "Nobody was hurt at all seriously and those who were slightly injured are able to get around already. While very sorry that such an accident should happen, I am not worrying nearly so much as I would if any lives had been lost. Wrecking trains were sent at once from east and west and we will work right through Sunday to get the cars on the rails and the track repaired."

Immigrants Cheerful

The laborers and immigrants all took the accident in cheerful mood when it was found no one was hurt. They were good humored, although it rained during part of the day, and watched operations with interest. One old country man named D. Williamson took the delay very philosophically. "It sure was a big shock," he said, "but we were lucky it didn't happen lower down. One good thing the company stood us a good meal," he concluded with evident satisfaction.

Mr. J.D. Dixon, also from Merry England, was congratulating himself that he had left the upper bunk an hour before the wreck happened. He had examined the rail which gave way and was satisfied from its appearance that it had been cracked some time.

Another man was both surprised and indignant at the abrupt termination to the journey.

"H've been on the sea an' had to tike to the small boats, but such a thing as bein' stuck tight in such a blarsted way hi never see," he commented wrathfully.

20/06/1907 *Ottawa Citizen**Chalk River**Sand Point*

Investigation will be begun today into the C.P.R. wreck which occurred last Friday at Sand Point. It will be held by Mr. Lalonde. Inspector of accident for the board of railway commissioners. All the train hands and the section crew at work at the scene of the accident when the derailment occurred have been summoned to give testimony.

20/06/1907 *Kemptville Weekly Advance**Chalk River**Sand Point***ENGINEER KILLED**

A railway wreck resulting in the death of Engineer James Fanning of Carleton Place occurred Friday morning near Sand Point. The section men were engaged in replacing damaged rails along the track. A rail had just been taken out to be replaced with another when a west-bound locomotive came dashing around the curve and into the open space. The track and ties were torn up for a considerable distance and the engine and a number of cars were overturned into the ditch. Engineer Fanning was killed almost instantly by being pinned under his engine. The deceased engineer was one of the oldest drivers on that division. He had lived in Carleton Place all his life. A widow and one child survive him. This is the second wreck on the C.P.R. at this point this year.

19/07/1907 *Renfrew Mercury**Chalk River**Renfrew*

Early in the season the C.P.R. talked of putting down a concrete platform around their station here. Apparently, however, they have abandoned that intention, as workmen have been laying a new and heavy tamarack platform this week.

02/08/1907 Renfrew Mercury Chalk River Renfrew

The track at the C.P.R. station here is being raised several inches this week; and will be, it is said, only five inches below the level of the platform.

30/08/1907 Renfrew Mercury Chalk River Renfrew

A Row at the CPR station.

Each year the harvesters who go through from the Maritime Provinces to the west earn an unenviable reputation for a rowdyism as they pass through the Ottawa Valley. One year before, it will be remembered, Chief McDermott received serious injury at their hands, as have also the police officers at points further up the line. Last week one of the excursions passed through Renfrew and the "Nova Scotians", as they were called, left something to remember them by. They wantonly smashed the heavy glass in Mr. Jacob Harris' restaurant and the big plate window glass had a narrow escape. More than that, as one of the Englishmen who is a corporation laborer was walking quietly along the platform - (it was the noon hour) - he was struck heavily in the face and was knocked over by one of the harvesters who, with his companions, proceeded to kick the prostrate man. At this juncture, one of the burly laborers who has been putting in a new water pipe for the C.P.R., and who had seen the wanton assault, raised his shovel and struck the offending harvester a terrific blow on the back with the implement. It cut through his clothes and made the blood fly from his back; and as the C.P.R. man was preparing to follow up the scrap face to face, and there were more laborers about armed with shovels, the harvesters deemed discretion was the better part of valor and dragged their wounded comrade into the cars. The spectators were not sorry that he had something to remember Renfrew by.

03/09/1907 Ottawa Journal Chalk River Arnprior

THE ARNPRIOR SCAVENGER

Instantly Killed by Trans-Canada Train

WAS DRIVING OVER JOHN STREET CROSSING.

Frederick Gertbrandt's Body Carried on the Pilot of the Engine for About 300 Yards.

Arnprior, Ont., Sept. 1 The Trans-Canada train going through Arnprior on Saturday evening at a fast pace struck and instantly killed Frederick Gerbrandt, the town scavenger.

The accident happened on the John street crossing as the ill-fated man was driving over the track in his wagon, which was smashed to pieces while the horse escaped unhurt. The man's body was carried for about three hundred yards on the pilot of the engine before the train could be brought to a standstill.

Gerbrandt was a middle-aged man and leaves a wife and family. Today his remains were buried in the Arnprior Cemetery.

A coroner's inquest was begun yesterday afternoon and after taking the evidence of eye witnesses an adjournment was made for two weeks.

27/09/1907 Renfrew Mercury Chalk River Renfrew

The Renfrew Manufacturing Company has been awarded the contract for the erection of the new C.P.R. freight shed, but have not yet been directed where it will be placed.

04/10/1907 Renfrew Mercury Chalk River Renfrew

The C.P.R. surveyors are busy at work preparing the site for the new freight sheds, which are to be erected immediately. There seems to be no doubt now that the freight shed will be located just where the Wright elevator now is. -- The plan of the new freight shed, now in the hands of the Renfrew Manufacturing Company, who are to build it, calls for a wooden building on a stone foundation, 96 feet long by 40 feet wide. Of this 32 feet in length by the full width is for office purposes, the rest for storage. There will be five tracks on the town side of it, where the livery stable now stands; but these tracks will end at Railway street, from which vehicles can get down between the several sidings.

18/10/1907 Renfrew Mercury Chalk River Renfrew

Something like seventy-five men are busily employed this week in various works down about the site of the new C.P.R. freight shed. About one third of the number are with the Renfrew Manufacturing Company, who have the contract for the erection of the new freight station. The foundation, of concrete, is now well under way. Other workmen are busy under Mr. W.A. Moore, who has the contract for the removal of the Brownlee livery stables, to the rear portion of the Stafford lot on Renfrew-Plaunt street. The stable has been cut in half, and starting on Wednesday morning was out on to Railway street by night. On its hard surface the building will move along rapidly. The drive shed of the elevator has been torn down and the brick work of what was once the power house of the Renfrew Electric Co. has been nearly levelled to the ground. The little rough cast cottage lately occupied by Mr. T. J. Smith was purchased by him, and is now being moved on to a lot on Ann street purchased from Mr. O. Wright.

A large gang is also busy for the C.P.R. itself, putting in sidings.

22/11/1907 Renfrew Mercury Chalk River Renfrew

The old Wright elevator has been down the town streets this week in sections on wheels. It was intended to take it down the railway track on flat cars; but day after day went by and the cars did not come, so the moving is being done on low trucks mounted on small wheels. Later. The cars arrived in Thursday, and the first storey is being loaded on them in two sections.

29/11/1907 Renfrew Mercury Chalk River Pembroke

From the Pembroke Standard. Quick delivery. On Saturday the C.P.R. were shunting a car of coal on to the National Manufacturing Company's siding, when bang went the car through the end of their tin shop, which was rather quicker delivery than the National folks bargained for. Considerable damage was done to the end of the building and the workmen in it had a narrow escape.

06/12/1907 Renfrew Mercury Chalk River Renfrew

The last vestige of the old grain elevator has now disappeared from the C.P.R. yard district, and the approach somehow looks the more attractive for the opening of the view. Standing further back, the frame work of the new freight shed has arisen on its concrete foundation, and is about ready for the roof. The siding tracks are now also being laid.

13/12/1907 Ottawa Journal Chalk River Carleton Place

Atlantic Express In Small Collision

Struck the conductor's van of a freight train at Carleton Place.

Carleton Place Dec 13. Mo 2. Atlantic express bound east, about on time shortly before two o'clock Wednesday afternoon, struck the conductor's van of a lumber yard freight train just west of the railway bridge, near William street. In front of the van were several box cars, and into which one of these, loaded with two-inch plank, the van was telescoped. The stove set fire to the box car which was completely destroyed, but most of the lumber was saved through the efforts of the town fire brigade which reached the scene promptly.

No one was seriously injured, but a couple of gentlemen who were passengers on No. 2 and the chef and a waiter in the dining car sustained slight abrasions. Messrs. J.F. Warren, J. Douglas, J. Black and Ed Steacy, of the C.P.R. staff and Dr. R.F. Preston, M.L.A., the railway company's physician, were quickly on hand and rendered all necessary assistance to the passengers, as did also Conductor Cameron of No. 2 and members of the train crews.

The passengers for Ottawa and other local points were transferred to Carleton Junction station for the 3.56 o'clock eastbound. Many of those on the delayed express were bound for the Old Country by Christmas sailings. The locomotives [sic] was only slightly damaged. The cause of the mishap is said to be the break of a coupling about the middle of the freight train.

14/02/1908 Renfrew Mercury Chalk River Renfrew

The C.P.R. freight officials expect to move into their new quarters in the new freight shed this week. It is getting the finishing touches from the hands of Mr. Jennings' staff.

28/02/1908 Ottawa Journal Chalk River Payne

A broken rail caused a run off and partial wreck this morning at Eganville Junction four miles west of Renfrew on the Canadian Pacific Railroad. The accident happened at 6.58 to train No. 96, known as the "Winnipeg" coming to Ottawa from the west in charge of Engineer B. Chapman of Ottawa and Conductor Ledkea of North Bay. --only injury was burns to the cook. More.

The baggage car slid down the embankment and is standing on end and the mail car, dining car and sleeper were turned over on their side. The other four coaches simply left the track and are resting on the ties. -- The engine, No. 1113 was not damaged much. More.

02/04/1908 Chesterville Record Chalk River Carleton Place

Carleton is to cease as a terminal of the Canadian Pacific Railway. After May 1, all train crews running out of Carleton Place will run from Smiths Falls through to Chalk River direct. The reason given by the company is "economy".

What effect will this have upon the busy town of Carleton Place is problematic, but directly it will mean the removal of some 250 trainmen, about half of whom were married.

They will remove to either Smiths Falls, 17 miles south or to Chalk River. The change has been under consideration for some time, but nothing in the way of definite action has been taken until now.

03/04/1908 Renfrew Mercury Chalk River Renfrew

The old C.P.R. freight shed on the east side of the tracks has been sold to Mr. Jacob Harris, who this week has men employed dismantling it.

03/04/1908 Renfrew Mercury Chalk River Renfrew

The annual distribution of seeds from the floral department of the Canadian Pacific is now taking place. More.

10/04/1908 Renfrew Mercury Chalk River Renfrew

Last week the Mercury noted that Mr. Jacob Harris had purchased the old C.P.R. freight shed and was busily engaged in dismantling it. However, before he had far advanced in this work he sold it to the Jamieson Meat Co., who will remove it to their abattoir.

16/04/1908 Kemptville Telegram Chalk River Carleton Place

Carleton Place is to be abolished as a terminal of the Canadian Pacific Railway. After May 1st all train crews running out of Carleton Place will run from Smith's Fall through to Chalk Elver, direct The reason given by the company is "economy." What effect this order will have on the busy town of Carleton Place is problematic, but directly it will mean the removal of some 250 trainmen, about half of whom are married. They will remove to either Smith's Falls. 17 miles south or to Chalk River. The change has been under consideration for some time, but nothing in the way of definite action has been taken until now.

06/05/1908 Ottawa Journal Chalk River Smiths Falls

The long-talked of C.P.R. change making Smiths Falls, instead of Carleton Place, the terminal of the Chalk River division, has at last gone into effect, and as a result, Smiths Falls has had this week a very valuable addition to its population. Fifteen crews, or in all about eighty men have arrived here since Saturday, and it is said there are more to follow. As they are nearly all married men with families they are welcomed as a most desirable class of citizen.

As yet there are no houses to accommodate them and for the present their families will not be brought here but a big building boom is now on and by autumn it is expected there will be enough residences for all.

The C.P.R. has made this change solely on account of economy. Heretofore all the trains ran only to Carleton Place, where they were made up again for Chalk River or Ottawa, now they will run direct to these points from here.

14/05/1908 Chesterville Record Chalk River Carleton Place

A CPR change of great importance went into effect one day last week when the crews of the northern division, or that portion of the line between Chalk River and Carleton Place were transferred from Carleton Place to Smiths Falls.

This means that hereafter Smiths Falls is to be the terminal point, and men on that division who formerly resided at the "junction" town will of necessity have to make their headquarters there. Already fifteen crews have transferred and as this represents eight men, the greater part of whom are married and have families, it will mean a very valuable addition to the population of Smiths Falls. as yet there are not enough available houses there to accommodate the increase, and the men will not be able to move their families until autumn. A number of good dwellings will be rushed up this summer. This move was decided by the CPR on the ground of economy. With Carleton Place and Smiths Falls both divisional points, extra crews were required to transfer freight between these two places though the distance is only twenty miles. Now the run will be a direct one from Smiths Falls to Chalk River, which is only about one hundred and thirty miles.

28/08/1908 Renfrew Mercury Chalk River Renfrew

Mr. J. A. Jamieson is negotiating for a siding from his limeworks across the wood yard to Barr street, and then either through Mr. O'Brien's property or down the yet unopened streets there, to Hall street, joining the main C.P.R. tack somewhere near the abattoir. If Mr. Jamieson succeeds in the negotiations it will be a saving on town streets. For much of his heavy hauling would reach the railway by siding instead of by waggon.

N.B. It is not clear whether this refers to Renfrew or Eganville.

18/09/1908 Renfrew Mercury Chalk River Pembroke

The C.P.R. Company have started filling in the trestle in front of the Pembroke town hall, and expect to have the work completed this fall. The matter of the filling in of the trestle and approaches at streets has been of long standing between the company and the town.

27/11/1908 Renfrew Mercury Chalk River Carleton Place

An hydraulic hoist with cylinder of ten inches diameter has just been finished at the C.P.R. shops at Carleton Place, supplanting the one of seven inch calibre, and capable of lifting the heaviest locomotives on the line.

04/12/1908 Ottawa Citizen Chalk River Pembroke

Stopped watch causes Pembroke fatal wreck. See accident file.

07/05/1909 Renfrew Mercury Chalk River Renfrew

Engineers of the C.P.R. and G.T.R. to visit Renfrew to discuss subways and track amalgamation. More.

20/08/1909 Almonte Gazette Chalk River

Almonte

The new driveway at the C.P.R. freight sheds is proceeding slowly towards completion.

Cobden

The C.P.R. is replacing the sixty pound rails in the Cobden division with eighty-five pound steel to accommodate the increasingly heavy traffic to the west.

Fire broke out in the C.P.R. freight shed at Cobden last week but a tank of patent fire extinguisher quickly quenched the flames before any damage was done.

16/09/1909 Renfrew Mercury Chalk River Almonte

Finishing touches have been put on the subway built by the C.P.R. in Almonte. A metal covering placed over the walk will prevent cinders from dropping down on passers-by.

18/03/1910 Renfrew Mercury Chalk River Smiths Falls

It has been rumoured for some time that the C.P.R. despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain in Smiths Falls. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory, which hitherto has only been the line between Smiths Falls and Montr. The new order will go into effect on Monday. The change will add to the importance of Smiths Falls as a divisional point and finally settles the question of keeping it a despatching point. Since the Carleton Place men were moved over to Smiths Falls the division from Chalk River was extended to this point but the despatching has been done at Ottawa. Now it will be done here and the line from Ottawa to Brockville will also be handled here. Rideau Record.

10/06/1910 Renfrew Mercury Chalk River Snake River

The Canadian Pacific Railway, in pursuance of their policy of improving the main line, are preparing to replace the bridge over the Snake River this summer. The raising of the road bed has left the existing bridge below the level and it has been decided to put in a new steel structure. During the past week carpenters have been at work building supports to carry a temporary bridge while the new one is being built. A spur will be put down by the river at once and a pile driver put to work to make a foundation for the concrete abutments for the bridge. There is an all summer piece of work at this one point and when the Snake river has been rebridged the old structure over the Muskrat river at Graham's station will also be replaced by a new steel bridge. Cobden Sun.

05/07/1910 Ottawa Journal Chalk River Braeside

Million dollar fire in Gillies Lumber Yard. Sparks from shunting engine started fire. More. Five miles of private railway through the yard. C.P.R. engine was in the yard.

07/07/1910 Chesterville Record Chalk River Arnprior

\$1,000,000 fire at Arnprior.

Arnprior July 4. Fire broke out at 7 o'clock tonight in the yards of the Gillies Lumber Co. destroying 60,000,000 feet of lumber valued at \$1,000,000. Help was summoned from Ottawa, Renfrew, Almonte and Carleton Place, the brigade of the latter town being the first to arrive doing yeoman work with the local fire fighters in quenching the flames. The lumber yards are three miles from the town close to the CPR. Nothing is known as to the origin of the outbreak. Mr. Durenly, a book-keeper, was badly burned.

07/10/1910 Renfrew Mercury Chalk River Arnprior water

The C.P.R. has offered the town of Arnprior \$500 for a water service for their engines. If an arrangement can be made the tanks at Pakenham and Sand Point will be abolished.

27/01/1911 Renfrew Mercury Chalk River Carleton Place

A new C.P.R. station, to cost \$37,000 will be erected in Carleton Place this year - so the residents of that town are lead to believe. The building, says the Canadian, is to occupy the space east of the present station, across the road, and is to have offices to be in readiness in case Carleton Place should ever become a more important divisional point.

30/03/1911 Merrickville Star-Chronicle Chalk River Sand Point

Among the many improvements to be made by the C.P.R. at Sand Point this summer, will be a new station, to replace the structure now in use and which was erected 45 years ago.

06/05/1911 Ottawa Journal Chalk River Pembroke

During the past week representatives of the C.P.R. have been seeking options on certain properties in the centre of the town along the waterfront. It is believed that the Company, if it is possible to secure this property, intend building thereon a new freight shed. The present freight shed, not being situated near the business part of the town, necessitates a long haul in the delivery of freight, and it is to overcome this difficulty that the new freight shed will be built. Should the deals be consummated and the land secured, there will in all probability be no time lost in putting it to use, as they would scarcely care to hold it at the present assessed value and have the most of it lie idle.

18/05/1911 Chesterville Record Chalk River Almonte

Almonte, May 16. Fire which destroyed the railway station and block adjoining with a loss of \$75,000 this morning threatened the whole town, and only the desperate battle of a volunteer bucket brigade who reinforced the regulars kept the flames from getting a foothold outside the destroyed block.

Note: In spite of this statement it seems that the station was untouched.

04/08/1911 Renfrew Mercury Chalk River Renfrew

By paragraph in another column of the Rideau Record it will be noted that the C.P.R. is installing a special telephone system for despatching purposes. Renfrew station is at present a network of wires for this new installation, although the despatching phone has not yet arrived. Renfrew is to be the testing station for the district between Ottawa and Renfrew.

04/08/1911 Renfrew Mercury Chalk River Arnprior water

Almost all the material for the new water tank to be erected at Arnprior by the C.P.R. is now on the ground and there is every indication that construction will commence at an early date. The town officials have not yet been approached by the railway company regarding a supply of water.

10/08/1911 Chesterville Record Chalk River Sand Point

Harvesters passing through here Friday to the west were guilty of wanton rowdyism. An excursion train was brought to a stop near the place by having the cars disabled and stores were broken into and robbed. Stones were thrown at sectionmen at work and women in the town were made the target of insulting language. For fifteen minutes the place was in the power of the toughs. One woman drove them out of her place with a revolver, but in most cases the citizens were terrorized.

08/09/1911 Renfrew Mercury Chalk River Arnprior

Arnprior Chronicle. A very complete telephone system has been installed in the various railway stations along the line of the C.P.R. here. It is a direct connection between the despatcher's desk and the station and will no doubt be used in the despatching of trains in preference to the telegraph. In each station there is only the gong and the receiver, the operator cannot call another operator neither can he ring up the despatcher, thus allowing the man directing the course of the trains absolute use of the wire at all times.

06/10/1911 Renfrew Mercury Chalk River Renfrew

The C.P.R. station yard between the station and the freight shed has now been all ploughed up and levelled so that in time a fine lawn will greet passers-by from whatever side of the station they gaze towards.

Once again Renfrew's C.P.R. station figures in the list of prizes given by the C.P.R. company for the best kept gardens at the stations along their line. In district No.4, of which Mr. H.B. Spencer is superintendent, Caledonia Springs is awarded first prize, and Renfrew second prize. Though Mr. Dickson, as station master, is credited in the published list with being the winner, he always accords the praise for the neat and tasty appearance of the station garden her to Mr. Godfrey, the baggage master.

C.P.R. Changes Station Name.

The station formerly known as Graham's on the C.P.R. below here will hereafter be called Meath. The reason given out for making the change is that there is a station on the G.T.P. called Graham after the Hon. G.P. Graham and considerable confusion was being met with in the handling of freight and express. *Pembroke Standard*.

Fire In Roundhouse

Excitement at Threatening Blaze at Carleton Place

Carleton Place, Ont., Dec. 12. - Fire broke out at seven o'clock tonight in the Canadian Pacific Railway's old five pit round house, used as a running shed, in which at the time there were four locomotives. The company's firemen, with their splendid appliances, and the town brigade responding promptly to the alarm, by hard work confined the flames to the running shed, the walls of which remain practically uninjured. The interior is destroyed and the locomotives are considerably damaged. The company's extensive repair shops and the large ten pit roundhouse adjacent in which the repairs upon engines are made, escaped without damage, being separated from the running shed by fire walls. The buildings throughout are of stone. For some time the entire works, with the engine and boiler house, the old shops and offices seemed in imminent danger, but a splendid supply of water from the company's tanks and several heavy streams from the two firefighting organizations, had the flames under control in less than an hour. The loss will not likely exceed seven thousand dollars.

Everything is again in working order at the C.P.R. shops here which were shut down for a couple of days last week as a result of a fire on Tuesday evening when the roof of the running shed of the roundhouse was destroyed by fire and four locomotives partially disabled. The steam pipes from the boiler to the engine of the shops were right in the heart of the fire, and being destroyed, put the engine out of business, and consequently made it necessary to close the shops a couple of days leaving 150 men out of work. The total amount of damage done won't amount to more than \$7,000 or \$8,000 at the outside.

It is expected that the roof of the running shed will soon be repaired as the stone walls of the building are just as good as ever.

Arnprior Chronicle 16 February 1912. The agreement between the town and the C.P.R. regarding the supply of water for the company's locomotives was read and on motion of Dr. Cranston a bylaw was passed ratifying the agreement and authorizing the fixing of the corporate seal thereto.

The C.P.R. is installing ten thousand dollars' worth of new machinery in its shops at Carleton Place.

Twenty head of cattle, belonging to a herd of 175 that wandered on the CPR track near Carleton Place at an early hour Friday morning were struck by trains and killed. The herd was a shipment that was being made by Willows Bros.

The cattle had been driven into town the previous afternoon and driven to the stock yards at the station for shipment. Fifteen cattle were struck by a freight train between 10th and 11th concessions of Beckwith. Two others were killed on the main line and three east of the station.

In all cases the engine and trains held to the rails.

Wreck Near Pembroke

C.P.R. Winnipeg Express Jumps the Rails - One Passenger Killed

The C.P.R. westbound Winnipeg express was wrecked near Meath this morning about five o'clock. Meath is a station about 14 miles from Pembroke and about a quarter of a mile west of there the fast rushing train met with disaster. A broken rail is supposed to have been the cause. The first and second-class cars were thrown on their sides and one Pullman partly tipped over. One passenger Mrs. Salmon was killed and nine others were more or less seriously injured. Mrs. Salmon had been visiting Cobden and had been on the train only a few minutes when the smash-up happened. She was thrown out of the car through a window and the car fell on her. Her husband who was sitting near her was thrown out through another window and escaped injury. Among the injured is conductor Thos. Carter, formerly of Smiths Falls but he is not seriously hurt. It seems almost miraculous that such a wreck could occur with such a small death list and so few injured. Doctors were hurried from Pembroke by special train and by nine o'clock all the injured and all the passengers were being carried there. The auxiliary went up from Smiths Falls to clear the track.

Accident on C.P.R. Ten Miles East of Pembroke

A dispatch from Pembroke says: The Soo train no.19 which left Montreal at 10:30 Wednesday night was wrecked by the spreading of a rail at Meath, ten miles east of Pembroke, early Thursday Morning. One passenger was killed and about fifteen injured, seven of whom have been removed to Pembroke Hospital. The dead passenger is Mrs. J.J. Sammon of Sudbury, who with her husband and two-year-old-child, had been visiting at Osseola, and boarded the train a few stations where the wreck occurred. Her husband and child escaped.

One Killed and Sixteen Injured in Train Wreck near Pembroke

Soo express derailed near Meath station at 4 O'clock this morning

Thos. Carter, CPR conductor, Rochester Street, only Ottawan injured - spread rails believed to have been cause of accident.

Pembroke January 22 - One woman was killed and six passengers injured in a wreck on the CPR at Meath station, about 10 miles west of Pembroke, at about 4:30 this morning.

The wrecked train was number 19, the Soo, which left Ottawa at 2:10 this morning. All went well until reaching just outside Meath station when, through some unknown cause, the cars left the tracks, some turning turtle. The engine, strange to say did not leave the rails. It is stated that several of the cars rolled down the embankment.

Victim had just boarded train.

There were quite a number of passengers aboard the train, mostly bound for Pembroke. The unfortunate woman, accompanied by her husband and baby had only been on the train about 10 minutes, having boarded at Cobden, and was on her way to Sudbury.

As Mr. Sammon felt the car falling he instinctively reached for his wife and child. He succeeded in grasping the latter, but with lightning like rapidity the woman was hurled through the air and caught beneath the falling coaches. For some moments Mr. Sammon was dazed but when he recovered himself he was standing on the embankment with his child in his arms. Apart from a severe shaking both were uninjured. It was only about 10 minutes before he had the painful experience of gazing upon the lifeless body of his wife, which was badly mangled.

Was Spread Rail the Cause

Among those who was seriously injured was a little foreign child whose life is despaired of. It is thought that all the people who were traveling on the train are accounted for.

The scene of the accident is in a rock cut, on a high grade just west of Meath station, and while no official information is forthcoming, it is said that the cause is due to a spreading rail. Some state that it was caused by a defect in one of the cars.

News of the disaster was immediately flashed to Pembroke, a special train was made up and medical aid was rushed to the scene. The injured would temporarily attended to, placed on the special train and sent to the cottage and General Hospital's at Pembroke.

Ottawa conductor is injured.

The train conductor, Thomas Carter of 76 Rochester Street, Ottawa, is among the injured.

The engineer and fireman, George Garneau and T. McIlquham, respectively were uninjured. The rest of the train crew unhurt were R.E. Kirans, H. Waddell, E. Smith and F.A. Pownell, 80 Preston Street Ottawa.

Conductor shows rare pluck.

Mr. T. F. Carter, of 76 Rochester Street, the conductor on the wrecked train is a man of 50 years of age, 30 of which have been spent in the service of the CPR. He began work on the road in the Carleton Place yards, and worked up to his present position.

Though injured in the wreck to the extent of two broken ribs and a dislocated shoulder, Mr. Carter rode up from the scene of the disaster to Pembroke and wired in a report of the accident, before being taken to the hospital. This morning his wife and daughter got into communication with him by telephone, and tomorrow they will go up to join him in Pembroke.

During his 30 years of railroading Mr. Carter has been in only one wreck previous to this, which occurred on the Gatineau division of the CPR about 2 years ago.

Fireman is an Ottawan

The fireman on the wrecked train was Mr. J.G. McIlquham who resides at 123 Spence Street. He is a married man with a family consisting of two small children, and his wife had not heard the news of the accident before a Journal reporter called to see her this morning.

Mr McIlquham has been connected with the CPR for about 8 years and this is the first passenger wreck he has ever been in he is a man of thirty-two years of age.

22/01/1914 *Ottawa Journal**Chalk River**Pembroke*

Soo Express wrecked. See accident file.

23/01/1914 *Ottawa Journal**Chalk River**Meath*

CONDUCTOR T. F. CARTER, of 76 Rochester street, who sustained a broken shoulder and two fractured ribs in the derailment of the Soo Express early yesterday morning. Despite his injuries, Conductorr Carter pluckily rode up to Pembroke immediately after the accident and wired in a report to headquarters. He has been railroading for thirty years and this makes but the second accident he has been in

INQUEST IN TRAIN WRECK

Tragedy Near Pembroke Yesterday to be Probed.

Pembroke Jan. 23. (Special) A Jury was empannelled yesterday to hold an inquest over the body of Mrs. J. J. Sammon., the victim of the Meath wreck.

Dr. Geo. K. Josephs is coroner and Messrs. Jas. Anderson, C. Panke, Gus Schroeder, F.W. Chambers, W. Powers, A.H. Box, A.E Cockburn and Geo. Andrews are the jurymen. The Jury met at 2 p.m. in the town hall und viewed the body; but owing to the inability of several of the witnesses to attend it was postponed until today.

Dr. Hurtubise, of Sudbury, who was on the train at the time of the accident, did splendid work for the wounded passengers at the time of the accident..

Soo train wrecked near Meath

One killed and several injured in bad accident - broken rail or faulty wheel is supposed to be the cause.

List of Killed and Injured.

For the third time in the space of a few months the C.P.R. line between Pembroke and Ottawa has been the scene of a railway disaster and as far as can be ascertained the cause appears to be the same as on previous occasions, a fault in the permanent way. Whether this be the case or not, yesterday's wreck, while not resulting in a long death roll such as it might easily have done, presented a scene of desolation and disaster which was intensified by the cold and gloom of a winter morning. Whether the rails were to blame or, as has been suggested, a flange on one of the cars was broken, is not yet known, but from information received from one of the passengers, it appears that just before the train turned over it appeared to be going at an excessive rate of speed. The engine fortunately remained on the tracks and it is probable that the deep snow which lined the embankment broke the force when the first and second class passenger cars took their dive down the steep incline. Word was quickly sent to the nearest points for assistance and several of Pembroke's medical men answered the call. Fortunately the demands on their services were lighter than at first seemed probable and those who suffered from cuts and bruises were quickly attended to. Some idea of the difficulties surrounding their work may be gathered from the fact that the baby belonging to Mr. Pandeneau was found with its clothes frozen hard as it had become saturated with blood from a deep gash in its father's head and had also been deluged with water from one of the tanks. The only fatality occurred to Mrs. James Sammon who boarded the train at Cobden and had barely settled down to her home in Sudbury when the wreck occurred. Her husband who accompanied her feeling the train lurch reached forward to steady her but too late when she was thrown through the window as the car turned over down the embankment. With wonderful presence of mind he secured the child which would undoubtedly have been killed had he not shielded it from the shock. Mr. Sammon was tightly wedged under the car and it was some little time before he could be released. The baby was near him crying but so far as could be seen uninjured. Mrs. Sammon was beyond human aid and must have been instantly killed by the weight of the car which had dragged her for some distance.

Yesterday morning the town presented a strange aspect, men with bandaged heads passing to and from the hospitals where they had gone to have their wounds attended to. The Copeland House was a scene of great activity and Mr. T.A. Sammon and his large staff were kept busy with rendering what assistance they could to the sufferers and getting the best information procurable as to train arrangements for those who were anxious to resume their journeys. Mr. James Sammon and his little child were the centre of observation and expressions of deepest sympathy for them were general. Enquiries at the General Hospital this morning reveal that Mrs. Lepage and Conductor Thomas Carter are both seriously injured but rested fairly well during the night.

Expressions of gratitude for the many acts of kindness received were general from all who were detained by the disaster and the solicitude displayed by the medical men, the Hospitals and Mr. T.A. Sammon at the Copeland House were sincerely appreciated.

At the inquest held by Dr. G.E. Josephs evidence was taken from Mr. James Sammon, husband of the deceased lady, the engineer, fireman and brakemen of the wrecked train, and the roadmaster. Mr. Sammon's evidence was on the lines of statements already published and the train officials claimed that the speed was not more than thirty miles an hour. The road was examined the previous afternoon. The jury returned a verdict of accidental death from causes unknown.

18/03/1914 *Ottawa Journal**Chalk River**Arnprior*

The work of repairing and enlarging the bridge at the Docket on the C.P.R. about a mile from Arnprior, has been going on for some time and on Friday last the new girders were set in place by the Hamilton Bridge Co.

27/03/1914 *Eastern Ontario Review**Chalk River*

Perth March 1. Arthur Sutton and William Evans, giving Carleton Place as their home, have been committed to Perth jail from Smith's Falls, on a charge of attempting to wreck a train on the C.P.R.

Section men on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smith's Falls, early Monday morning, and after clearing them away, made a run up the line on their handcar, in quest of anyone trespassing on the right-of-way.

They saw two men on the tracks ahead of the., who as soon as they saw the handcar bearing down on them, took to the woods at Numogate. The section men gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train, were committed for trial by the magistrate, and are now in Perth jail.

03/04/1914 *Renfrew Mercury**Chalk River**Renfrew*

Some day it will be safe to travel on the C.P.R. from one end to the other. That will be when the "Block" system is in operation throughout its entire length: which is the ultimate intention. At present that system is being tried out on a few sections of the road. Renfrew is one of the sections so favored; and at the present time there is little danger of accident from collision from one and a half miles east of Renfrew to half a mile west of Eganville Junction. The installation was made in November last. Getting in touch this week with Mr. Thomas Brand, who is in charge of the block, it was thoroughly explained to the Mercury representative. There are twelve signalling posts in the six miles that the system now covers. They are operated by a group of batteries housed in a little building erected for the purpose near to the Ann street crossing. These are connected with the rails and with a switch-box which operates the signals. If the board is perpendicular, the track is clear ahead. If it is at an angle of 45 degrees, there is a train in the block, but far enough ahead that the approaching train need not stop altogether, but proceed cautiously. If the board is straight across, the intimation is Stop! there is a train in the block and near by. For night time there are lanterns, operated in consonance with the board; the green light "Clear, proceed"; the yellow, "Proceed with caution, expecting the next block at danger"; the red light, "Danger, stop!" There is also what is known as the "marker" light, lunar white, which signals to the locomotive driver which train is affected - east or west. There is further protection in a dial switch close to the switch for use in foggy weather, or when through atmospheric conditions the block cannot readily be observed. The system used is known as that of the Hall Signal Company, and is a most ingenious contrivance; but fine as is the machinery, the human factor has to be taken into account. There must be careful and intelligent men in charge. Mr. Brand came to the C.P.R. from the Michigan Central, and had had practical railroad experience as well as electrical training. He has little bother with the system, but it has to be watched all the time - the batteries kept in good condition, to insure that the signals will operate efficiently. This block system is now in operation at four points on the C.P.R. in the eastern division. This section near Renfrew was chosen as one because there had been a wreck on it and because the Eganville train has no right on the main line. There is another sixteen mile block at Markstay, a twelve at Sudbury, and a six at Mattawa. The principle on which it operates is that when the train goes off the last rail in each section, the track is short-circuited and the signals thereby operated.

14/05/1915 *Renfrew Mercury**Chalk River**Arnprior*

An oil burning engine for use in hauling cars through lumber yards has been built under the direction of George H. Johnston, engineer for McLachlin Bros. The Watchman says that lumbermen everywhere will be interested in this new engine, whereby they can move lumber rapidly in their yards without danger of fire.

18/08/1916 *Arnprior Watchman**Chalk River**Arnprior*

Workmen worked something of a transformation on the C.P.R. station here this week. With a compressed air contrivance they cleaned the exterior of the building, stone and framework, and made the whole like new.

08/09/1916 *Arnprior Watchman**Chalk River**Arnprior*

The C.P.R. have this week commenced the construction of a larger culvert across their right of way to the east of Daniel street. A concrete arched culvert seven feet in diameter will be put in to replace the double stone waterway constructed at the time the road was built.

22/09/1916 Arnprior Watchman Chalk River Renfrew

It is not certain if the C.P.R. will agree to the proposal of the workers at the munitions plant in Renfrew, to run a train for their convenience night and morning, to convey them to and from their homes along the line, as the price asked for fares is considered too high.

06/10/1916 Arnprior Watchman Chalk River Renfrew

At a meeting held Tuesday evening in the Town Hall, it was decided to put on a train between Arnprior and Renfrew commencing Monday October 9th leaving here in the morning and returning at night. The low rate of 35c return fare has been arranged. This will enable the men from here, now working in Renfrew to live at home and at a less expense. We trust all the men will take advantage of this train. Tickets will in all probability be sold here this week.

13/10/1916 Arnprior Watchman Chalk River Pakenham

The C.P.R. are making improvements to their premises here by repairs to the freight shed and painting the station.

13/10/1916 Arnprior Watchman Chalk River Renfrew

A meeting was held in the Town Hall on Monday afternoon Oct 9th 1916, for the purpose of discussing the Arnprior Renfrew train Service. It was learned that the Energite Company's plant at Renfrew was closing down for about two weeks. It was then decided not to put on a train at present. Should the plant reopen the train service will no doubt be reopened.

06/12/1918 Ottawa Journal Chalk River Castleford

WON'T LOSE HIS LEG.

William Virtue, an engineer. who was injured in a C.P.R. derailment at Castleford and sustained severe injuries to his right leg, will not lose the limb according: to attending physicians who are attending the man at the Protestant General Hospital. He resides at Smlth'a Falls and following the accident was taken to the hospital at Renfrew. It was feared that amputation was necessary and tha patient was brought to Ottawa last night. An X-ray examination of the injured member showed that there was a severs fracture, but it is expected that the bones will knit properly. Virtue, who is a brother of J. S. Virtue, 160 Spadina avenue, broke his leg in jumping from the engine when it was derailed

30/12/1918 Ottawa Journal Chalk River Castleford

INJURED ENGINEER DIES :

W. A. Virtue, of Smiths Falls Succumbs Here.

W. A. Virtue, of Smlth'e Fall, who was injured in a C. P. R. derailment at Castleford a short time ago, died In the Rldeau Street General Hospital Saturday as a result of his injuries. The deceased was engineer on the wrecked train, and his leg wss fractured in several place. It was amputated, and the shock of the operation and injuries proved fatal.

Deceased was born at Carleton Place 41 year ago. He had been employed on the C P. R. for a number at years. The body was sent to Smiths Falls, from whence the funeral takes place Monday afternoon, interment being at Carleton Place.

He is survived by a widow and three children, residing at Smith's Falls, three brothers, Arthur, in France; Fred, at Carleton Place, and J.S. Virtue, of Murphy Gamble, Limited; two susters, Mrs. A. Gerald, Beechburg, Ont., and Mrs Robert Neil, Smiths Falls

26/05/1919 Ottawa Citizen Chalk River Carleton Place

THREE KILLED IN AUTO ACCIDENT

Pembroke Local Hits Car at carleton place Crossing. Fourth Occupany Serously Injured.

(Special to the Evening Citizen.)

Carleton Place, May 26.- Three persons are dead and a fourth seriously injured as the result of an accident at noon today when a Ford car was struck by a C. P. R. Train.

The Pembroke local, bound for Ottawa, was travelling double-header at a fast speed and at the William Street crossing struck an automobile occupied by John Ryan and Mrs. Ryan, of Ramsey, and to Mr. and Mrs. Joseph Manion, of Huntley.

Mr. Manion and his wife and Mrs. Ryan were killed instantly but Mr Ryan, though seriously injured, is expected to recover.

The auto was completely demolished. Manion's body was picked up close to the track but the bodies of the women were carried about a block and a half on the engine. Ryan was also carried about half a block before he rolled off. The train stopped two blocks from the crossing where the accident took place.

Mr. Robert Young of Ottawa was the conductor in charge of the train.

27/05/1919 Ottawa Citizen Chalk River Carleton Place

LITTLE LIGHT ON FATAL AUTO SMASH

CARLETON PLACE, May 27 - The inquest into the death of Joseph Manion, his wife and Mrs. John Ryan who were killed here yesterday when an auto in which they were riding was struck by a train, was opened here by Coroner Metcalf, of Almonte, who, after viewing the remains, adjourned the inquest until June 13, to allow for the recovery of Mr. John Ryan. The bodies of the victims of the accident will be taken to the home of Mr. John Ryan, near Almonte. Mr. Ryan was taken to the hospital in Almonte and is reported to be doing nicely.

According to the stories of those who saw the car before the accident the auto was travelling at a high rate of speed. The street on which it was travelling runs alongside the tracks for some distance before it crosses, which makes it possible to see approaching trains for some distance.

29/05/1919 Ottawa Citizen Chalk River Carleton Place

Almonte was shocked to hear that as a result of their car being run down by the local train going to Ottawa, Mrs. John Ryan and Mr. and Mrs. Jos. Manion had been crushed to death and Mr. John Ryan seriously injured. Dr. Metcalf [sic], coroner, was called to the scene of the accident at William street crossing, Caleton Place. Mr Rvan was removed to the R.M. hospital Almonte, and hopes are entertained for his recovery though his head was badly crushed. The funeral of Mrs. Ryan took place today from her home on the 11th Line. Ramsay, to St. Mary's church, Almonte, and the 9th Line cemetary. The funerals of Mr. and Mrs. Manion also took place at the same time from Mr. John Ryan's residence to St. Michael's church and cemetery[sic], Huntley.

Terrible Auto Accident

Mr and Mrs. Jos. A Manion and Mrs. John Ryan Killed and Mr. Ryan Seriously Injured.

Not in the memory of the oldest inhabitant has such a tragedy been enacted in this community as that on Monday, when the automobile in which Mr. and Mrs. J. A. Manion of Huntley and Mrs. John J. Ryan of the 11th line of Ramsay, were killed instantly and Mr. Ryan was seriously, though not fatally injured. They were motoring to Carleton Place to catch the Perth train, the Ottawa local being late, and had just reached the William street crossing when the local with two locomotives came along and the automobile was caught on the crossing with the above terrible result. The car was caught in the centre and was carried across the river, the bodies of the unfortunate people being deposited at points along side of the track. Mr. Manion was thrown out; tossed quite a distance, and was instantly killed. One of the ladies was carried a whole block before she fell off and the second lady was carried over the river before she was released. All appeared to be killed instantaneously. The auto was smashed to atoms. Mr. Ryan was unconscious when picked up, but came to in a few minutes, his first inquiry being for the welfare of the ladies. He was removed to Dr. Downing's office, and later in the day taken to the hospital at Almonte. Coroner Dr. Metcalfe, of Almonte, was notified, and he went over and impanelled a jury, who viewed the situation and adjourned for a fortnight. Meanwhile the bodies were taken in charge by the undertaker's, prepared for burial, and conveyed to the home of Mr. John J. Ryan from where the funerals took place on Wednesday, Mrs. Ryan's in the morning to St. Mary's Church, where the requiem mass was sung by Rev. Father Cavanagh and interment made in the ninth line cemetery, and that of Mr and Mrs. Manion in the afternoon to St. Michael's church and cemetery, the funeral service being conducted by Rev. Father Stanton. A sadder sight than that of the three bodies lying side by side in the stricken home could scarcely be conceived and the heartfelt sorrow and sympathy for the bereaved ones was shown by the continuous stream of friends and others who came and by their presence gave expression to their feelings.

14/06/1919 *Ottawa Citizen**Chalk River**Carleton Place***ADJOURN INQUEST CARLETON DEATHS**

John Ryan Not Sufficiently Recovered to Give Evidence Re Fatalities.

(Special, to The Citizen.) CARLETON PLACE, June 13. The inquest into the deaths of Mr. and Mrs. Joseph Manion and Mrs. John Ryan, who were killed, when the auto in which they were driving was struck by the C. P. R. Pembroke local here on May 26, was adjourned again last night to July 4. The inquest was adjourned because Mr. John Ryan, the principal witness, who was driving the auto, at the time it was hit, was not sufficiently recovered from his injuries to give evidence.

Every one interested in the case had assembled, the jury, the coroner, Dr. A. A. Metcalfe, Almonte; Crown Attorney J. N. Balderson, of Perth; the train crew, and witnesses with the exception of Mr. Ryan. The railway was represented by Mr. Fraser of Ottawa, while Mr. W. H. Stafford of Almonte was to have represented Mr. Ryan.

On May 26 Mr. and Mrs. John Ryan, in company with Mr. and Mrs. Joseph Manion, were crossing the C. P. R. tracks in an auto driven by Mr. John Ryan, when the auto was struck by the C. P. R. local train. Mrs. Ryan and Mr. and Mrs. Manion were instantly killed while Mr. Ryan was seriously injured and has not recovered sufficiently to give evidence at the inquest.

22/06/1919 *Eganville Leader**Chalk River**Braeside***Gillies Bros. Mills At Braeside Burned**

ARNPRIOR, June 22. The lumber mill of Gillies Brothers Limited, at Braeside, three miles west of here, was destroyed by fire this afternoon, as well as the C. P. R. station and a harness shop belonging to Gillies Brothers. The mill was one of the most modern of its kind in the Ottawa Valley and the loss is estimated at \$150,000. The electric plant in the mill supplied light to the town of Braeside, which is in darkness tonight. Between 300 and 400 men were employed in the mill, which is the chief industry in the town.

Need to check date

24/06/1919 *Ottawa Citizen**Chalk River**Braeside***GILLIES BROS.' MILLS AT BRAESIDE BURNED**

Loss of \$150,000 Occurs When Fire Breaks Out in Big Plant.

ARNPRIOR, June 23. The lumber mill of Gillies Brothers, Limited, at Braeside, Ont., three miles west of here, was destroyed by fire this afternoon, as well as the C.P.R. station and a harness shop belonging to Gillies Brothers. The mill was one of the most modern of its kind in the Ottawa Valley and the loss is estimated at \$150,000, which is mostly covered by insurance. The electric plant in the mill supplied light to the town of Braeside, which is in darkness tonight.

The fire started at 5.50 o'clock this afternoon, probably from the friction of one of the belts under the resaw. There was considerable oil on the floors and in a few moments the entire place was a mass of flames. The building was a two-storey structure and in a short time was burned to the ground. Fire fighting apparatus from here hurried to the scene, but was too late to save the mill or the station which was just across the C.P.R. tracks.

There was very little lumber in the mill, but the loss in machinery, sorting tables, etc., was heavy. Between 300 and 400 men were employed in the mill, which is the chief industry in the town. However, these will not be all thrown out of work, as the firm has a mill standing idle near by which will be used to cut timber to build a new plant.

Gillies Brothers had a fire about two years ago when a great deal of lumber was destroyed.

The fire held the trans-Canada train going west for two hours, and the Pembroke local was also delayed.

08/07/1919 *Ottawa Citizen**Chalk River**Pembroke murder***WALKING TRACKS, IS KILLED BY TRAIN**

PEMBROKE, July 8. Michael Legge, a well known citizen of Pembroke, met a tragic death on the C.P.R. tracks here last night. His body was found this morning some distance from the freight shed, in a terribly mangled condition. The man apparently was on his way homeward between twelve and one o'clock and was caught on a siding by a freight train. The body was carried about 200 feet up the track. The late Michael Legge was born and lived all his life in Pembroke, in recent years conducting a successful tobacco business in town. He at about 54 years of age and is survived by a brother and three sisters. He made his home with a sister, Mrs. Albert Austin. An inquest has been opened by Coroner Dr. Delahey.

11/07/1919 *Almonte Gazette**Chalk River**Carleton Place***The Railway Not to Blame**

The inquest regarding the death of Mrs. Ryan and Mr. and Mrs. Jos. Manion, who were killed here in a collision between an auto and a C.P.R. express train on the 26th May, was concluded before Coroner Metcalfe last Friday night, Mr. Ryan being sufficiently recovered from his shock to testify. His evidence did not attach any blame to any person but himself, and the jury found accordingly. It was well after midnight before the inquest was concluded. Much sympathy is felt for Mr. Ryan, who is almost broken-hearted as a result of the calamity. - (Carleton Place) Herald.

22/07/1919 *Ottawa Citizen**Chalk River**Carleton Place*

CARLETON PLACE July 21. The regular monthly session of the town council was held last Monday evening in the council chamber.

Letters were read from the county clerk --- from the Board of Railway Commissioners, stating the finding of the jury in the verdict rendered at the coroner's inquest held recently.

Two Men Held In Pembroke Murder

Pembroke, Ont., Sept 8 - Charged with murdering Michael Legge, formerly a well known tobacco merchant of this town, on the night of July 7th, Michael McMeil, a returned soldier, and John Calder, known as "Mexican Jack," appeared in the police court this morning and were remanded for a week. Their arrest was effected on Saturday by Constables Dixon and Jette on information of detectives who had been shadowing the two for some weeks. At the time of their arrest they were working in a lumber camp up the Ottawa river.

The body of Michael Legge was found on the morning of Tuesday, July 8, near the C.P.R. tracks, just east of the C.P.R. station here, after being run over by a train. A coroner's inquest a few days later brought in a verdict of accidental death. Suspicion arose, however, and centered on "Mexican Jack", who knew Legge well, was seen with him at

Cecile's hotel on the night of the murder and later disappeared from town. Legge was known to carry always a large sum of money in his pockets and it was thought that this might have been the motive for the murder, the theory being advanced that Legge was first killed and afterwards thrown on the tracks.

Both the accused have lived in Pembroke off and on for about five years, Calder working for a time for the Colonial Lumber Company. Neither of the prisoners resisted arrest, although it took place in a very remote part of the country on the Quebec side of the river. The prisoners were not represented by any counsel and made no plea. Crown Prosecutor Burritt appeared for the crown and the men appeared before Justice of the Peace W F. Fenton. They did not discuss anything relating to the crime with the constables who arrested them.

27/09/1920 *Ottawa Citizen**Chalk River**Castleford***SERIOUSLY INJURED IN TRAIN WRECK**

RENFREW, Sept 27. As the result of a freight train becoming derailed at Castleford, near this town, yesterday morning, Harvey saddler, a brakeman, is in hospital here in a critical condition. He received internal injuries and is in a paralyzed condition. Dr. H. S. Murphy, who is in attendance, states that his injuries are not likely to prove fatal.

The wreck is attributed to the breaking of a wheel on a car loaded with pulp. The train crew was Engineer Terry, Brakemen Harvey Saddler, Howard Saddler and Cushman, and Conductor Edmunds.

29/09/1920 *Ottawa Journal**Chalk River**Castleford***INQUEST INTO DEATH OF CONDUCTOR SADDLER**

The body of Mr. Harvey Saddler of Carleton Place employed as a conductor by the C.P.R., who died yesterday afternoon in St. Luke's Hospital from injuries which he received two days previous in a freight train derailment near Castleford, Ont.. Was shipped this morning to his home in Carleton Place, where the funeral is to be held.

he deceased sustained injuries to the extent of a broken neck and a fractured spine in a curious mishap. He was in the van of his train when four of the box cars jumped the track. The van remained on the rails but Mr. Saddler was thrown against the wall of the car with terrific force. He was knocked unconscious and was later picked up by other members of the train crew. He was at first taken to the hospital in Renfrew, but was brought later to Ottawa.

An inquest into his death, ordered by Coroner Craig, was opened last evening at Woodburn's undertaking parlors. The inquiry was adjourned until Monday night at the Police Station.

The deceased, who was 43 years of age, was born at Pakenham. He was employed by the C. P. R. during the last 15 years, and he was particularly popular with his train mates he is survived by his widow, one son, Howard; two brothers, Stanley and Charles, residing at Appleton, and one sister, residing at Carp.

29/09/1920 *Ottawa Citizen**Chalk River**Castleford***HENRY SADDLER IS DEAD OF INJURIES**

Carleton Place Man Was Fatally Injured While Riding on G.T.R. [sic] Freight.

As a result of injuries he received in a derailment of part of a C.P.R. freight train near Castleford, Ont., not far from Renfrew, on Sunday, Harvey Saddler of Carleton Place died yesterday afternoon in St. Luke's hospital. Following the accident he was brought to a Renfrew hospital and from there to St. Luke's here. His injuries were of such a nature that his recovery was almost impossible.

From what could be learned of the accident, Saddler was seated in the van at the rear of the train, and four freight cars jumped the track. This gave the rest of the train a severe jolt and the van along with it. Saddler was thrown from one end of the van to the other, and crashed head first against the wall with terrific force. When picked up he was found to be suffering from injuries to his head, a broken neck and a fracture of the spine.

The body was removed to Woodburn's undertaking parlors, where Coroner Craig opened an inquest last night. After viewing the remains and impanelling a jury the coroner adjourned the inquest till Monday night at the police station.

The late Mr. Saddler was 43 years of age and was born at Pakenham, Ont. For about the last 16 years he had been in the employ of the C.P.R. and was one of the company's most trustworthy employees. Besides his widow he is survived by one son, Howard, and two brothers, Stanley and Charles, residing at Appleton, Ont, and one sister, residing at Carp.

18/01/1921 *Ottawa Citizen**Chalk River**Renfrew***EXONERATE CREW OF TRAIN IN ACCIDENT**

RENFREW, Ont., Jan. 17. A coroner's jury, with Dr. A. S. Wade as coroner, and Reeve McEwen as its foreman, met in the council chamber today to investigate the death of Albert Blackburn of Castleford, killed by a C.P.R. train here on Saturday night. They exonerated the train crew from all blame, but severely censured the C.P.R. for leaving cars on the track in such position as to obstruct the view of the crossing. The evidence showed that the engine whistled and the automatic bell on the engine was ringing as usual, but that deceased was dressed in a fur coat with large collar up around his head. He was in the habit of driving over the crossing about the same time, and it appeared from evidence that he could have seen the approach of the train.

The train crew ran out of Ottawa on the C.P.R. Ottawa to Pembroke local which is due here at 6.65 p.m. Frank Towsley was engineer, William Goodfellow conductor and Duncan Smith, fireman. The body has been taken home to Castleford for burial.

14/06/1921 *Ottawa Citizen**Chalk River**Pembroke***TWO MEN INJURED WHEN TRAIN HITS AUTO**

PEMBROKE, June 13. A C.P.R. shunter pushing a flat car collided with an auto owned and driven by William Holland, manager of the Casino theater, as he was crossing the railway tracks about two and a half miles east of the town, shortly before noon today. The conductor in charge of the train, Alex. Shepherd, of Pembroke, who was standing on the flat car, was thrown some distance, and sustained painful injuries about the head and back. Mr. Holland received a fractured arm and leg, and his car was completely smashed. The railway car was derailed as was the tender of the engine.

Mr. Holland was on his way to town from his summer cottage when the accident happened, and the engine and flat car were backing towards the town from the Colonial Lumber Company's yards. The impact smashed the auto and derailed the car and tender, so that the main line was tied up for a couple of hours. A wrecking crew was brought from Chalk River, which with the assistance of a road gang got the car and tender back on the rails again.

What Operator Barclay considers his closest call he ever had in all his years of railroading, came to him last Saturday night during the electric storm, when he had a narrow escape from being electrocuted. The lightning was evidently playing with the CPR telegraph wires out in the country as spurts of blue flames were observed issuing from the instruments in the office from time to time after the flashes. The climax came when a particularly vivid "chain"; when the entire switchboard was suddenly blown out in Mr. Barclay's face, and he received a shock which dazed and blinded him for some time, together with slight burns on the forearms, but fortunately suffered no really serious injury. The report of the explosion was heard in all parts of the building and several people rushed to the office and soon had Mr. Barclay on his feet again. He is around as usual and continuing work, evidently none the worse of his accident.

22/03/1923 *Kemptville Weekly Advance* *Chalk River**Renfrew***FREIGHT TRAINS CRASH BOTH CREWS UNINJURED**

Fast Freight Hits Another Standing Train

Renfrew, Ont. March 18. A rear end collision occurred between two east bound freight trains in front of the C.P.R. station here today. One of the trains was standing in front of the station on the main line taking on water. when another train with engineer Hamilton in charge rounded a sharp curve at the Main street crossing and either, because the engineer did not see the signals or because he lost control of his brakes, did not stop but crashed into the rear of the standing train.

Two of the crew on the incoming train seeing the imminence of a collision jumped, but engineer Hamilton stuck to his job, and came through uninjured. and with his engine only slightly damaged. The van of the standing train was smashed into matchwood, and the freight car ahead loaded with flour was so badly crushed that the contents were ruined.

An investigation into the cause of the collision will be held in Smiths Falls this morning.

13/08/1923 *Ottawa Citizen**Chalk River**Almonte***KILLED BY TRAIN AT LEVEL CROSSING**

ALMONTE, Ont. Aug. 12. Mr. John Young, an elderly man of this town, was struck and killed by a westbound through freight train at 7 o'clock last evening. The accident occurred at the level railway crossing on Main street at Wylie's grist mill. The deceased, who was about 82 year of age, was driving a horse and buggy and drove onto the track evidently not having heard or seen the train which was traveling at a fair rate of speed. The engine struck the horse broadside, severing it completely in two. The deceased was living when picked up and he was taken to Rosamond Memorial hospital here but he died within a few minutes. Several people are reported to have heard the train whistle before it reached the crossing. Dr. Metcalfe, the local coroner, will probably hold an inquest early in the week.

28/09/1923 *Morrisburg Leader**Chalk River**Castelford*

Two Men Are Killed At Grade Crossing

Their Auto Is Smashed To Pieces By Fast C.P.R. Train

A despatch from Arnprior says :- John Moffatt and N.D. Kelly, residents of Arnprior, were instantly killed by the C.P.R. train going east at 2.30 Friday morning at the level crossing near Castelford, 10 miles from Renfrew. Their car was smashed to smithereens.

They were on their way home from Renfrew Fair. At the place where the accident occurred approaching trains can be seen some distance off, and all sound the usual warning. The automobile was not hit by the engine, but the conclusion is that it was hit by the second coach. Both men were married, Kelly having three of a family.

21/03/1924 *Eastern Ontario Review**Chalk River**Almonte*

Almonte is worked up over a proposal by the C.P.R. to close up a crossing from Union St. to Nicholson Street, much used especially by the employees of the Rosamond Mills. This crossing is not regarded really as a dangerous one. Approaching trains can be seen when they are a considerable distance away. The crossing has been in use for half a century.

13/05/1924 *Ottawa Citizen**Chalk River**Payne***FALLS FROM TRAIN, IS PICKED UP DEAD**

RENFREW. Ont. May 13. Mr. James Steel, travelling from a station in Saskatchewan to Glasgow, Scotland, while walking from one coach to another about 3.50 a.m., fell out one of the open doors. The brakeman noticed him and tried to catch him, but the fatal accident happened so quickly he was unable to do anything. The train was travelling at a fast rate and, of course, the fall was fatal. The train backed up, but by the time the trainmen reached Mr. Steel, he was dead. The accident happened at a junction named Payne, about 2 miles from Renfrew. The train was going around a sharp curve at a fast rate of speed and it is believed it threw him off his balance.

An inquest was held this morning and adjourned at 1.15 p.m. until Friday evening at 8 o'clock. At the time of writing very little information is known about Mr. Steel.

06/06/1924 *Eastern Ontario Review**Chalk River**Payne*

James Steel, travelling from a point in Saskatchewan to Glasgow, Scotland, fell off a C.P.R. train as it rounded a curve at a junction named Payne, about two miles from Renfrew, on Sunday morning and was killed. The man was standing at the open door and lost his balance as the train lurched in rounding the curve. Little is known of the traveller.

26/09/1924 *Eganville Leader**Chalk River**Chalk River*

Steals Ride On C.P.R. Speeder, Meets Express Head-on

Pembroke, Sept. 18. Compelled to jump for his life from a speeder stolen from the C.P.R. was the experience of Henry Meccamanine of Montreal, who is to appear before Chief Magistrate Stewart on Saturday, charged with placing an obstacle on the railroad track and endangering the lives of passengers. Meccamanine was arrested at Chalk River. He was identified by his coat, which was removed from the cowcatcher of engine No. 8 when the flier arrived at Chalk River station, following a collision with a speeder.

Meccamanine, giving his address as Montreal, was walking east on the ties a distance above Chalk River, when he borrowed a speeder which belonged to a sectionman. He folded his coat for a cushion and was proceeding on his eastward journey. Suddenly he found himself head-on with the Trans Canada flier, which was rounding a curve, and jumped for his life. The speeder was smashed to kindling. In the crash the man's coat became entangled in the cowcatcher, from which it was removed at Chalk River on the arrival of the train there. Some time later the traveller walked into Chalk River station and claimed the coat, whereupon he was immediately arrested and brought to Pembroke where he is awaiting trial on Saturday.

STRAIGHT ROAD BED BETWEEN CARLETON PLACE AND ALMONTE PREVENTS BAD SMASH ON C.P.R.

Veteran Engineer Accepts Responsibility For Mistake In Orders.

PEMBROKE LOCAL IS ONE OF TRAINS

Pounding, toward each other at a speed of from 40 to 60 miles an hour, both trying to make up lost time, two C.P.R. passenger trains almost crashed into each other Wednesday morning about 9.40, between Carleton Place and Almonte, just northwest of Carleton Place. A tragedy which probably would have meant death to many was averted by not more than 30 feet.

The fast C.P.R. Winnipeg train due in Carleton Place at 9.30 regularly, carrying hundreds of passenger hurrying home for Christmas and the Ottawa-Pembroke local with destination at Chalk River, were the two trains involved. So thrilling was the escape that the town of Carleton Place buzzed with excitement the remainder of the day, the miraculous escape of the hundreds of passengers being the solo topic of conversation all Christmas Day.

Error Over Orders.

Failure on the part of the crew of the Pembroke local to correctly interpret the order handed them at Carleton Place was responsible for the near tragedy. Engineer Edward Wood, of 136 Spruce street, Ottawa, an old and trusted employe of the C. P. R., 41 years in the service, takes responsibility. He and the whole train crew have been suspended pending a full investigation. The conductor was Michael O'Connell, 64 Spruce street, Ottawa. A freight crew was put on the train at Carleton Place and the local proceeded to its destination.

Train Went Ahead.

According to most reliable information available the C.P.R. Winnipeg, which is a fast train from the west, experienced engine trouble at Renfrew which delayed her there for 40 minutes. Orders were received by Operator Marshall, of the C.P.R. at Carleton Place to hold the train there owing to the delay, so that the trains would pass there. Usually the trains pass at Carleton Place. The operator at Carleton Place claims that the orders were signed for by Conductor O'Connell in the regular way and the conductor then boarded his train. Looking out from his office window a moment later he was horrified to see that the train had gone.

Tried to Stop It.

He grabbed the telephone to get in touch with the gateman at a little shed about 600 yards from the station, but the gateman was out.

STRAIGHT ROAD-BED

A freight train employe rushed out on getting the message and tried to attract the attention of the engineer but it was too late. The local had passed on its way to Almonte, seven miles away, gathering speed every second in the hope of reaching Almonte before the Winnipeg reached there.

Passengers aboard were innocent of anything unusual taking place.

Almost frantic, the operator at Carleton Place could do nothing. He was almost paralysed by the thought of impending disaster, with both trains trying to make up time the Winnipeg sweeping on at 60 miles an hour and the local 40 miles at least.

Just northwest of Carleton Place there is a straight-a-way stretch of track where a clear view can be obtained for about a mile. The engineers of the two trains saw each other bearing down. Like lightning they applied the emergency brakes and the two trains started to slow with a grinding roar.

While reports differ it is stated that the two trains were not more than 30 to 40 feet apart when they came to a halt. The hundreds of happy passengers on both trains did not know till then how narrow had been the escape from a mishap.

Operator Marshall heard the signals of both trains to stop as they sighted each other. He then heard the explosion of a torpedo put out by one of the trains, warning trains following behind to stop. Then the local backed into Carleton Place and a report made to the divisional headquarters at Smiths Falls. - Superintendent Crabbe ordered the Pembroke. Local crew taken off and a freight crew was picked, which piloted the train on to its destination.

The other train proceeded on her journey. A full report was made on the matter to Montreal. The suspended engineer and conductor were taken to Smiths Falls, also Station Agent Philip Egan at Carleton Place, who along with Operator Marshall were absolved from all responsibility. The engineer and conductor, however, remain suspended until head office in Montreal makes a report.

Says They Were 1¼ Miles Apart.

Mr. S. W.- Crabbe, superintendent of the C.P.R., and in charge of the lines where the two trains stopped, told The Journal today that an investigation was being conducted. In the meantime the members of the crew are suspended, but it is believed that both the engineer and the conductor, who have served the C.P.R. faithfully for many years, will resume their posts in time.

Mr. Crabbe stated, that Engineer Wood had assumed responsibility for the incident. The superintendent said "A slight mistake in train orders had occurred." but that the trains which were speeding towards each other, had been stopped in ample time. As a matter of fact, he claimed they were about one and one-quarter miles apart when both engines were stopped.

Rests Upon Two, Mr. Crabbe said the responsibility for the mix-up would rest with both Engineer Wood and Conductor O'Connell. He took an optimistic view of the incident and commented that "It might have been worse. We are all human and are apt to make a mistake at any time," he said.

Mr. Wood, who has been with the company since 1886 has a very good record and he feels most keenly over the affair. He frankly admitted that the responsibility for the misinterpretation of the orders was his.

OTTAWA IS SPARED TWO DISASTERS AT CHRISTMAS SEASON

Head-on Collision of Two C.P.R. Passenger Trains Near Carleton Place Narrowly Averted.
BROUGHT TO STOP BEFORE TOO LATE

Feeling of Thanksgiving as Well As For Minor Nature C.N.R. Wreck.

A smash-up on the C.P.R. line between Carleton Place and Almonte was narrowly averted on Wednesday morning through the crew of the Pembroke local, which leaves Ottawa at 8.30 a.m. over-running orders. The crew has been suspended pending investigation. Engineer E. Wood, 138 Spruce street, Ottawa, and Conductor Michael O'Connell, 61 Spruce street, Ottawa., were in charge of the Pembroke train. It is stated that orders were first given for the Pembroke train to cross the Winnipeg train travelling eastward, and which is due in Ottawa at 10.30 a.m., at Almonte. A later order said the trains were to cross at Carleton Place. The second order was overlooked, and it is fortunate that the engineers of the Pembroke train and the Winnipeg train sighted each other in time, applied the emergency brakes with alacrity, and managed to bring their trains to a stop and avoid a head-on collision, which appeared almost inevitable.

Reports Differ.

Operator Marshall, at Carleton Place, had a horrible few moments when he noticed that the Pembroke local, despite orders which had been given for it to allow the Winnipeg train to pass it that point, had left Carleton Place. Feeling, apparently, that a smash-up was inevitable he communicated with Divisional Superintendent Crabbe at Smiths Falls, for the break-down gang to be in readiness. Happily the latter was not needed. Reports vary, however, as to how near a thing it was. It is stated by some that the two trains were brought to a stop within less than a hundred yards of each other. Superintendent Crabbe claims they were a mile apart when stopped on a straight stretch just west of Carleton Place, and which, fortunately, enabled both engineers to anticipate what the result would be if they went ahead, to act with promptness and avoid a collision.

The Pembroke train was backed into Carleton Place and a fresh train crew provided, the engineer and conductor being called to Smiths Falls for investigation of the happening. The Pembroke train finally continued on its journey. The Winnipeg train continued its journey to Ottawa, the passengers of both trains experiencing a sense of relief at their narrow escape and suffering no more than from shock at the thought or what, might have been, and the slight shake-up through sudden application of the emergency brakes on the trains.

Superintendent Crabbe stated that Engineer Wood had accepted full responsibility for the mishap. Some sympathy with the engineer is manifested as he is an old employee of the company with a clean record. He has been in the employ of the C.P.R. since 1886.

Station Agent Egan and Operator Marihall, of Carleton Place, have been exonerated from any blame in connection with the incident.

Cause of Thanksgiving.

A feeling of considerable relief that things were no worse was manifest throughout the city and that Ottawa was spared a double calamity just prior to the festive season. The mishap on the C.N.R. near Woodlawn, earlier in the same morning and which resulted in the engineer and fireman on a transcontinental train being injured, produced a, bad jar, but its effect was mild compared with the prospect of two trains meeting in head-on collision, a catastrophe which was so narrowly averted.

OVER MILE APART.

MONTREAL, Dec. 26. In the absence of J. J. Scully, local general manager of the Canadian Pacific Railway, no official statement could be obtained this evening in connection with the averted collision Wednesday morning of two C.P.R. passenger trains between Carleton Place and Almonte, but it was explained at the head office of the company that the trains were stopped over a mile apart and that the report of their "nearly plunging, into each other" was an exaggeration. It was pointed out that after the orders to stop had been obeyed and the danger of collision removed, one of the trains proceeded slowly to where the other had halted for a conference between their respective crews. The spokesman for the company, however, admitted the suspension of Engineer E. Wood and Conductor Michael O'Connell, both of Ottawa, for "failure to read train orders."

02/02/1925

Ottawa Citizen

Chalk River

Pembroke

Mr. John S. Gamble, Popular Ottawa Resident Meets Death at Pembroke.

Caught Between Cars.

NO WITNESSES OF FATALITY FOUND

PEMBROKE, Ont., Feb. John P. Gamble, aged 53 years, was killed last evening while at work on the C.P.R. at the local station. Particulars of the accident are unobtainable, as it seems the victim was not seen when the accident occurred. He had come in on the local, and when shunting to the round house after the passengers had been let off, he must have been caught between the two cars. That everything was not right was noticed when he failed to give signals, and when his comrades went to investigate they found he had been crushed to death. Mr. Albert Gamble, a cousin, is in town attending to arrangements for the funeral. Following the accident Dr. J. GraGraham, coroner, viewed the body and ordered it moved to the undertaking parlors of M. B. Malcolm, and an inquest will be held here Monday evening

06/03/1925

Eastern Ontario Review

Chalk River

Pembroke

After hearing the evidence of three witnesses at the inquest into the death of John S. Gamble of Ottawa, who was killed in the C.P.R. yard at Pembroke, about 8.30 o'clock on Saturday evening, while his train was being shunted preparatory to his return to Ottawa on Monday morning, the jury returned a verdict of accidental death and exonerated all members of the train crew from all blame.

22/05/1925

Eastern Ontario Review

Chalk River

Pembroke

Girl saved from horrible death

Pembroke youth makes gallant rescue at risk of his life

A dispatch from Pembroke says:-

The residents of Pembroke are claiming 19-year-old Howard Riley a hero here as a result of a daring rescue which he performed when he snatched the unconscious form of Muriel Switzer, aged 23, from in front of a fast moving freight train here.

Miss Switzer had tripped across the Canadian Pacific Railway tracks at Moffatt's Crossing at the west end of the town, and had fallen unconscious. Riley, who was some distance behind her, saw the fast freight thundering down the track toward her prostrate body, and, running as fast as he could, was just in time to jump the track and at the same time drag the girl literally from under the wheels of the locomotive.

Had he been a second later both he and the girl would have met with a horrible death,

Also carried verbatim in The Morrisburg Leader 22 May 1925.

26/06/1925

Eastern Ontario Review

Chalk River

Pembroke

John Leach, 62 years of age and deaf and dumb, died on Saturday afternoon after being run over by a C.P.R. yard train beside the Pembroke Lumber Company's office. Leach was returning to work after lunch and was crossing the track where he had been loading lumber

07/07/1925

Ottawa Citizen

Chalk River

Almonte

WALKS UNHEEDED IN FRONT FREIGHT TRAIN

ALMONTE, July 7. Walking heedlessly in front of a C. P. R. freight train at the level crossing of Bridge street last evening, 12-year-old Moses Smolkin, son of Mr. John Smolkin, dry goods merchant, was so seriously injured that faint hope is held for his recovery.

The boy was walking toward the crossing apparently looking at something in the palms of his hands, and unconsciously stepped in front of the engine just as it reached the crossing. He was hurled a distance of about forty feet, and when picked up it was found that his face and head were severely injured. Medical aid was immediately summoned and Dr. Kelly and Dr. Henly ordered the boy's removal to Rosamond Memorial hospital. Today his condition shows a slight improvement.

How the boy failed to hear or see the approaching train is unfathomable, as a very distinct view of oncoming trains can be had at the crossing. The whistle on the engine was also blowing when it approached the crossing.

The accident was witnessed by a large number of people, as traffic at the crossing in the evening is exceptionally heavy.

25/09/1925

Eastern Ontario Review

Chalk River

Cecil Command of Ferguson Falls was struck by a C.P.R. freight train while crossing the track in his car at Welsh's crossing on the Franktown road and was so badly injured that he died in the C.P.R. station a little later. Richard Stafford or Kanark, who was in the car with Command, was also badly injured but will recover.

28/09/1925

Ottawa Journal

Chalk River

Arnprior

Train hits an Auto Arnprior Lady Hurt

Mrs. Wm. Bahm's leg, arm and hand severely fractured.

Arnprior, September 17th - Mrs. William Bahm received injuries Saturday morning when the car in which she and her son were driving was struck by the morning C. P. R. local at a crossing about a mile west of Arnprior. The place where the accident took place is commonly known as Mulcahy's crossing and due to a sharp turn in the road and the high rock cut it is almost impossible to see a train approaching from the West.

Mr. Bahm, who was driving the car, escaped injuries except for a shaking up but the car was completely demolished.

Mrs. Bahm received a fractured left leg, a fractured right forearm and hand, and also was severely bruised, and suffering from shock. She was placed on board the train and taken to the Ottawa Civic Hospital, where she is being attended by Dr. H. B. Moffatt. While very painful, her condition is not considered serious.

13/01/1926

Kingston Daily British Whi

Chalk River

Renfrew

Backed Locomotive Out.

A Spark Ignited the C.P.R. Round House at Renfrew.

One side of the C.P.R. round house at Renfrew, was destroyed by a fire on Monday evening, when a quantity of oil, stored near the entrance, was ignited by a spark from an incoming locomotive. The round house is a frame structure, and was only saved by the prompt action of the employees, who, within a few minutes, had several lines of hose playing on the blaze. The extent of the damage has not been ascertained, but it would have been considerably greater if the locomotive, which caused the blaze, had not been promptly backed out.

14/01/1926

Ottawa Journal

Chalk River

Sand Point

Freight Derailed Passengers Late

The C.P.R. passenger train from Chalk River to Ottawa, due at Union Station at 6.25 o'clock last night was almost four hours late, due to the derailment of a freight train between Sand Point and Braeside, a few miles west of Arnprior. No persons were injured.

C.P.R. officials said that the derailment was caused by the breakage of a flange on a wheel of a box car, causing it and another to leave the tracks. The train was east-bound and was followed by the passenger train to Ottawa. This train was held at Sand Point station until a wrecking crew from Smiths Falls succeeded in clearing the line.

Also in the Citizen same date

19/01/1926

Ottawa Journal

Chalk River

Meath

Jumps from train instantly killed

Farmer of village of Westmeath mishap victim.

Pembroke, Jan. 18. - David McMullen, aged 52, farmer of the village of Westmeath, was instantly killed when he jumped from the platform of a passenger car on the evening local on the C.P.R. as it neared Meath station this evening. The train was moving at the time and was about one-half mile from the station. It is supposed that McMullen must have believed they were almost at the station and in his hurry to alight jumped as soon as the train slackened speed. He had been in company with his brother James and his cousin, W. J. Shields, attending a funeral at Haley's station, having driven from Westmeath to Meath to take the train to that point. It was on the return journey that the fatality happened and Mr. Shields, who was standing on the platform with the victim, had no intimation that he was about to alight.

After the train arrived at Meath, a party hastily raced up the track to find that McMullen had been so seriously injured by the moving train that death was instantaneous.

An inquest will be conducted by Coroner G. E. Joseph, of Pembroke. Mr. McMullen is survived by his wife and one son, about 20 years of age.

02/10/1926

Ottawa Citizen

Chalk River

Chalk River

LUTHERAN MISSIONARY FELL UNDER A TRAIN

Rev. J. Koehle, 27, Killed Chalk River.

PEMBROKE, Oct. 2. Rev. J. Koehle, aged 27 years, Lutheran missionary of Waterloo, met instant death this morning at Chalk River when his foot slipped while he was boarding a train for Pembroke. The unfortunate man fell under the wheels of a coach as the train was moving away from the station, and was crushed to death.

Rev. Mr. Koehle had been conducting mission work between Massey and Pembroke, and had been in Chalk River for a few days. He was proceeding to Pembroke to fill an engagement there when he met his death. It is understood he was to be married in two weeks' time.

Dr. O. E. Joseph, coroner, of Pembroke, was notified and decided that death was accidental. The body will be removed to Waterloo on Monday for burial.

FATHER AND THREE CHILDREN KILLED AT CROSSING, FREIGHT TRAIN CRASHES INTO AUTO

Distressing Accident at C.P.R. Level Crossing at Cobden. Fourth Child Escapes with Slight Injuries. Family Was Returning from Church Service When Accident Happened.

RENFREW, Nov. 14. Garfield Humphries, farmer, aged 37, his two children, Edgar aged eight, and Nina aged six, were instantly killed when the Durant car in which they were driving was struck by a C.P.R. freight train travelling east from Chalk River to Smith Falls, at 12.15 noon today, at a level crossing on the main street, Cobden. Another son, George, aged four, died a few hours later, while Mabel, aged seven, is seriously injured. Mr. Humphries with his children was returning to the farm home in Bromley township, which is the old Humphries' homestead, after attending the morning service in the United Church, Cobden, when the accident happened.

The crossing has always been considered a dangerous one as the view is obstructed from the south approach to it by an elevator, and this is the direction in which the doomed car was travelling. There were several eye-witnesses to the tragedy. Engineer Hamilton says he blew the crossing but it is believed that Humphries did not hear the whistle as there were several other cars coming behind which caused considerable noise. He also had the side-curtains up. Mr. A. E. Yates, who conducts a grocery business just at the crossing, was one eyewitness and says he believes Mr. Humphries never heard the whistle. The car was struck in the center and hurled with all its occupants a distance of about 125 feet. Mr. Yates rushed to the scene of the accident and called for medical aid immediately.

Miss Stella Ross, R.N., was the first on the scene, shortly followed by Dr. Ritchie, Cobden, and Dr. C. W. Ferrill, Cobden. Mr. Humphries, Edgar and Nina were pronounced dead, and Dr. G. E. Josephs, of Pembroke, the coroner, was sent for. The two other children, George and Mabel, were carried to the Yates home. Dr. Ritchie said that everything had been done for little George that was humanly possible, but he could not see that he would live through the night. The unfortunate child suffered concussion of the brain. He died at seven o'clock, his mother being at the bedside.

Injuries to Young Girl.

Little seven year old Mabel, would recover, the doctor believed. She had slight internal injuries, a broken shoulder and was suffering from shock. The mother, when told of the dreadful accident which had befallen her loved ones, bore up wonderfully. She had stayed at home to prepare the dinner and look after the twin babies, the only surviving children. When Coroner Josephs arrived he viewed the bodies and ordered their removal to the Fraser undertaking parlors.

Hold Inquest Today.

The Inquest will be held tomorrow morning in Cobden at ten o'clock. The Durant car in which they were driving was a total wreck. The top was completely demolished. No trace of a windshield could be found.

The side curtains were torn from their place and hanging. Both front and back seats were almost in ribbons. The steering wheel was broken. The engine occupied most of the front seat. A sandal of little Nina was hanging to the spoke of one of the wheels. The automobile evidently was one purchased this year as only about six thousand miles showed on the speedometer.

A deep cut in the temple was the only mark on the deceased man, although it is believed the steering wheel stabbed him in the chest and this caused his death. One arm was broken.

Widespread Sorrow.

Little Nina had bled freely from the nose and mouth, while Edgar was badly cut about the head. When Citizen reporter arrived about an hour following the accident, hundreds were gathered about the scene of the tragedy. The whole town was in a state of sorrow. Grief was expressed on every hand as the Humphries' family were held in very high esteem.

Conductor Rose, of Smiths Falls, was in charge of the train, Number 74. Engineer Hamilton was at the throttle of Engine Number 2602. The train stopped for about an hour. The crew will return to Cobden tomorrow for the inquest.

Samuel McLaren and Miss Vide Guest were driving their cars just behind the ill-fated one, and thought that Mr. Humphries was driving about 15 miles an hour when the accident happened.

Garfield Humphries is a son of John Humphries, of Renfrew, and took over the farm seven years ago when his father retired and moved into Renfrew. His mother is dead. The funeral will be held Tuesday. The wide-spread sorrow was expressed in prayer tonight in various pulpits in Renfrew and Cobden.

FOUR THE DEATH TOLL

Whean Train Crashes into Car At Cobden Station.

Garland Humphries, of Cobden, Ont, his son, Edgar, and his daughter, Nina, aged eight, and six years respectively, met a tragic death shortly after noon Sunday when a freight train crashed into the automobile in which they were driving, at the railway crossing at Cobden Station. The three were instantly killed.

George Humphries, aged four years, suffered a badly fractured skull, from which he died two hours later. Mabel Humphries, aged seven years, only survivor of the fatal crash, received a broken collar-bone and minor injuries. Her condition is considered critical.

Mr. Garland Humphries was a farmer residing about four miles west of Cobden. With his four children he had been attending church service and was on his way home when the accident occurred. The heavy freight train struck the car just as it was on the crossing, smashing it completely. It is believed that Mr. Humphries had no knowledge of the train's proximity. The covers of the car were closed in and it is gathered that none of the five occupants of the machine heard the noise of the approaching train.

The entire countryside about Cobden has been shocked by news of the tragic accident as Mr. Humphries was well known and highly thought of through-out the district. He was the son of Mr. and Mrs. John Humphries, of Renfrew, and leaves a wife and three children.

According to witnesses of the accident Mr. Humphries' car was carried a distance of 50 feet when the train struck it. The train was a special C.P. R. freight and was in charge of Conductor William Rose, of Smith's Falls, who happens to be a distant relative of Mr. Humphries. - Smith's Falls Record News.

Visit of Prince George will be private arriving 0845 Sat morning and depart Monday afternoon.

GIRL PLUNGES OFF BRIDGE TO RIVER TO ESCAPE TRAIN

Miss Annie Pretty in Thrilling Episode at Carleton Place.

Saved From Icy Stream By Allan Swayne.

SISTER RUNS TO SAFETY IN FRONT OF LOCOMOTIVE

Same Train Few Seconds Later Strikes James Angus, Retired Station Agent S

CARLETON PLACE. Feb. 7. Two Sisters, Annie and Ethel Pretty, miraculously escaped being run down by a C.P.R. passenger train, while crossing the railway bridge over the Mississippi river, here this evening. The former, jumping from the bridge, was saved from drowning only through the prompt action of Allan Swayne, who, noticing her danger, plunged into the icy waters and assisted her to shore.

It was the Pembroke-Ottawa local, due to arrive in the Capital at 6.15 o'clock, that nearly ran down the two girls, and a few minutes later struck James Angus, aged 70 years, retired station agent at Merrickville, just as it was pulling into the Carleton Place station. Mr. Angus fortunately escaped serious injury. He was conveyed to the Civic Hospital at Ottawa.

Barely Escaped

Annie Pretty, aged about 13 years, and Elhel, aged 12, walking the railway tracks, were about the center of the bridge spanning the Mississippi river when they noticed the passenger train speeding towards them. The younger of the two undertook to outrun the train, and succeeded in gaining the end of the bridge and clearing the tracks just as the speeding train flew by.

The other plunged into the icy waters of the Mississippi about fifteen feet below, and was floating steadily to almost certain death over a cataract only few yards away, when Swayne, risking his own life, plunged into the water and helped her to shore. There, rescued and rescuer were assisted from the water by willing hands, and everything possible was done for them. Both were attended by Dr. Downing, who found them to be suffering from shock and cold.

Like Scene in "Movies."

The episode resembled a thrilling moving picture escapade more than reality. The two girls were walking across the bridge chatting good-humoredly and then, in an instant, there was a scream, as they became aware of their danger.

Annie wore a heavy fur coat, and this possibly would have handicapped her had she decided to run with her sister. This, however, helped to keep her afloat on the river until her rescuer succeeded in reaching her.

The girls' escape from being run down by the train and the plunge into the water was witnessed by workers in the upper floors of the Bates and Innes, woollen mills, which are located alongside the river. An alarm was spread through the building, and reached Swayne as he stood in the plant office, preparing to go home after having completed his day's work.

Carried Towards Falls

Without hesitating a moment Swayne slipped out of his coat, trousers and boots, rushed from the building and on to the river bank and plunged in. The suddenness of his plunge chilled him to the marrow, but on he went, swimming and struggling through the slush which covered the open water. As the girl, floating near midstream, was slowly being carried towards the falls, Swayne's fellow workers and others who had gathered on the bank held their breaths as Swayne matched his skill at swimming with the swiftly running current.

Final paragraph is torn but no railway items.

28/09/1927 Ottawa Journal

Chalk River

Chalk River

CUT HIS THROAT WHILE ON TRAIN

PEMBROKE. Ont.. Sept. 28. John Wutaluoma. 34 years old. a Finn, in Canada one year, while travelling on the C.P.R. No.13 from Vancouver to Montreal cut his throat with a jack-knife in the train between Mattawa and Chalk River shortly after 10 o'clock today. He was taken to the Cottage Hospital here and may not recover.

23/02/1928 Ottawa Citizen

Chalk River

Pembroke

Railway Engineer Rings Fire Alarm - Notices blaze in Pembroke Factory: Loss \$17,000.

Early this morning fire broke out in the factory owned by Alex. barr. on Victoria street, and damage to the extent of \$17,000 resulted. the origin of the fire is unknown. About two o'clock this morning when the C.P.R. train was going through Pembroke, the engineer noticed a very dense smoke arising across the bridge which spans the muskrat River. He thought that probably the bridge was on fire and stopped the train and walked ahead.

When he returned to the station he turned in the alarm.

The carriage factory was badly wrecked and the main loss was in the finished work, besides a number of sleighs and wagons which belonged to local concerns and had been left in for repair or painting. The blacksmith shop, which is in connection with this building, is cement and was undamaged. The loss is largely covered by insurance.

08/03/1928 Ottawa Citizen

Chalk River

Arnprior

Left handcar on railroad tracks

Youth gets prison terms, magistrate says possibly many lives endangered

Two years less one day in the Ontario Reformatory was the sentence imposed by Magistrate David Craig in Arnprior police court yesterday on Maurice Brien, aged 19 years, of Montreal, who pleaded guilty to a charge of obstructing the free use of a railway by riding a handcar on its tracks between Renfrew and Arnprior. Fred Iacelle, aged 18 years of no fixed address, a companion of Brien's, was sentenced to three months on a like charge.

The charges were brought by an investigator of the Canadian Pacific Railway, who was assisted in making the arrests by Chief Constable Roger, of Arnprior.

When the accused youths were arraigned and had pleaded guilty, it was represented to the court that on Tuesday night or early Wednesday morning they had broken into a section house at Renfrew and had stolen a C.P.R. handcar, which they had "pumped" some 18 miles to Arnprior, where they abandoned it on the right of way, just after daylight.

The court was also informed that the officers had learned that the pair were trying to beat their way from Sudbury to Montreal and on the night previous they had stolen another handcar and had ridden it from Pembroke to Renfrew, where they had abandoned it. Magistrate Craig pointed out that they had not only broken the law in stealing the handcars, but that they had endangered the lives of passengers on railway trains in the event of a collision occurring.

The heavier sentence was imposed on Brien on account of his previous record, and owing to the fact that he had only been released from the Ontario Industrial farm on March 1.

13/07/1928 Ottawa Journal

Chalk River

Snedden

With picture

Rev. Father Louis James Connolly, parish priest of Brightside, and well known in Ottawa where he had served in the Civil Service and as curate of St. Brigid's Church, instantly killed last night near Snedden by a backing C.P.R. train when his coupe became stalled on track.

13/07/1928 Ottawa Citizen

Chalk River

Snedden

Rev. Father Lewis J. Connolly, beloved rector of St. Declan's Roman Catholic church, Brightside, Ont., was instantly killed about 10.15 o'clock last night when his car stalled on the C.P.R. tracks five miles west of here, and was hit by a special train carrying members of the Orange Order who were returning from a Twelfth of July celebration at Pembroke. The accident occurred just one mile west of Snedden Station, and is one of the saddest that has happened in this vicinity for many months.

No Fatality If Engine Was Not Run Backwards

Opinion Expressed in Verdict of Jury Inquiring Into Death of Rev. Father Lewis J. Connolly.

ALMONTE, Ont, July 19. The story of last Thursday's fatal auto accident at Timmins Crossing near Snedden, in which Rev. Father Lewis J. Connolly, parish priest of Brighside, Ont, and formerly of Ottawa, was instantly killed, was fully told tonight at the inquest which was held in the Almonte Town Hall, and presided over by Coroner A. A. Metcalfe, M.D. of Almonte.

In the evidence it was shown that as an auto driven by the late Rev. Father L. J. Connolly ran on to Timmins Crossing near Snedden and that a C.P.R.. engine travelling backwards and pulling a string of empty passenger cars struck it broadside. On account of darkness none of the witnesses were able to describe really how the accident happened. The train crew told of taking the train loaded with passengers from Smiths Falls to Pakenham and of being on their way back to Carleton Place when the accident occurred.

The Verdict

The jury after lengthy deliberation returned a verdict of accidental death. The verdict read:

"We find that Rev. Lewis J. Connolly met his death by being accidentally struck by an east-bound C.P.R. train at the town line crossing between Pakenham and Ramsay. We are of the opinion that this accident would not have happened had the engine been travelling front foremost."

Owing to the popularity of the late Rev. Father Connolly in Almonte and vicinity great interest was taken in tonight's proceedings and a large number of the crowd which jammed the chamber for the inquest waited for about an hour to hear the jury's verdict which was not returned until close on to midnight. The jury consisted of: Michael Ryan, foreman; Orville Arthurs, Andrew McPhail, Robert Stewart, James Barker, Sheffield Graham, Ephrian Cody, Albert Naismith, and P. Sutherland. C. H. McKimm, of Smiths Falls, represented the crown; W. L. Scott, K.C., from Ottawa, the C.P.R., and W. P. Stafford, K.C., of Almonte, represented the estate of the late Rev. Father Connolly.

Conductor Testifies.

Clarence Hunter, conductor on the train, was the first witness. He, told of feeling the brakes applied. The next thing he smelt gasoline and came to the conclusion the train had struck an auto. He told of finding the body of Father Connolly in the ditch alongside the track. The engine of the auto was under the engine of the train and part of the car was about 60 feet distant in the ditch and part of it was on the tender of the engine. In answer to a question, Conductor Hunter said the train was travelling twenty miles an hour.

Engineer's Evidence.

Michael Doyle, engineer, said that the engine was backing up, pulling the train. He said that he thought he saw lights of a car approaching the crossing. They were travelling slowly and it seemed as if the car was coming to a stop, but it did not. He said he had sounded the whistle for the crossing. "I shut off the engine," he said, "threw on the emergency brakes and kept the whistle wide open just as the train struck the car. The rear of the car was not yet on the crossing."

He said that he took a torch and went to look at the car and found the car floor open wide, no one was within; there was only a hat. He looked about and found Father Connolly lying on his face in the ditch. The engine of the auto was under the train between the engine and the tender and the remainder of the car was about 60 feet distant.

Rear End Brakeman.

William H. Oates, trainman, said he went from Smiths Falls with special train for Pakenham, and was rear end brakeman. "Returning to Smiths Falls," he said, "I was sitting in the third car from the engine when I heard the shrieking of the whistle then the brakes. The train stopped, I got off one side, Conductor Hunter off the other. He came around to my side and we found Father Connolly lying in the ditch. We went towards the engine end found part of the car hanging on the tender, pulled it off and rolled it clear off the track. I remained with the body when the train continued to Carleton Place. The first ones to arrive after the train had left were Rev. Father Harris and Canon Cavanagh. An engine and baggage car came back from Carleton Place. The remains were placed in the car and brought to Almonte. The coaches of our train were all in darkness except the one in which Conductor Hunter and I were."

Evidence given by Leslie Ritchie, fireman on the train, was similar to that given by previous witnesses. He gave the opinion that the ill-fated auto stalled on the tracks, as it appeared to him to have come to a sudden stop. Trainman Wm. Horton said he had heard the whistle for the crossing and also that the train was brought to a stop before it had gone over the crossing.

Farmers Testify.

Mr. C. Young, farmer, said: "About 9.30 p.m. I was sitting in front of the stable at Mr. Timmin's home and saw the auto first about 300 yards from the crossing. It wasn't long before a train came along."

He said he didn't see the accident but went to the scene when he noticed the train had stopped.

Hilliard Bullock, farmer, of Snedden, said he was at Mr. Timmin's place, he heard the train whistle and saw a motor car's lights travelling along a road further back and parallel with the railway. He saw the car turn onto the road leading over the tracks at Timmin's crossing. When he saw the train approaching the car was on a small hill about 400 feet from the crossing and the train was about 800 feet from the crossing. He said he noticed the auto slowed down as if it was going to stop and then started off again as it approached the crossing. Just before the crash he heard the brakes on the train being applied. As it was dark he did not see the actual collision.

James Timmins, farmer, told of noticing Father Connolly's auto slowed down a little as it approached the crossing. He also told of hearing the train whistle and said that he thought the car had time to get over the crossing with safety before the train. Asked about the speed, he said the auto was travelling about fifteen miles per hour and the train about twenty miles.

Russell Barr, farm laborer, residing about a quarter of a mile away front the crossing, said he noticed the engine was going backwards and heard it blow for Timmin's crossing. He did not see the accident. W.S. Saddler, farmer, was with Barr and corroborated his evidence.

25/07/1928 *Ottawa Journal**Chalk River**Sand Point*

Hold an Inquest into Train Wreck

Jury Views Bodies of Victims - Hearing Adjourned until Friday (27/07)

A preliminary inquest into the fatal wreck at Sand Point was held this mornng. The bodies of the dead soldiers were viewed, the jury sworn in, and the inquest adjourned until Friday afternoon at four o'clock at Sand Point.

A Jamieson, coroner of Arnprior, presided.

The provincial police are now investigating the wreck

25/07/1928 *Ottawa Citizen**Chalk River**Sand Point*

The Transportation Safety Board of Canada is sending investigators to an area of eastern Ontario near Morrisburg, Ont. after a train collided with equipment Tuesday morning.

A westbound Canadian National Railway train collided with "track equipment" just after midnight on Tuesday, the agency said in a news release. Nobody was injured and the train did not derail.

CN said one of its trains brushed up against a piece of equipment on a nearby track and came to a stop, but was moving again by 1 a.m.

Train Carrying Men And Horses To Petawawa Camp Hits Freight In Head-On Collision Train Carrying Soldiers Was Fifteen Minutes Ahead of Schedule and Freight Had Received Clearance at Arnprior. Trains Met on Tangent Between Two Curves. Two Other Men Taken to Renfrew Hospital. Seven Horses Killed Outright and Five Others Had To Be Destroyed.

Corporal Vincent J. Cullinan, Royal Canadian Dragoons, St. Johns, Que, aged 23 years, and Trooper Thos. Gordon, of the same unit, aged 23 years, a Great War veteran, were killed and Trooper James Doherty, Royal Canadian Dragoons, and Trooper Joseph Lamarche of that unit were more or less seriously injured when the troop train carrying 250 members of the permanent force at St. Johns, Que, to Petawawa Camp was struck head-on at Sand Point station by a CPR freight train travelling to Smiths Falls at five o'clock, railway time, this morning. Corporal Cullinan was a native of San Francisco, Cal., while Trooper Gordon was a Scotsman by birth. The troop train left St. Johns last night and passed through Ottawa early this morning on its way to Petawawa. On board were a squadron of the Royal Canadian Dragoons, the Royal Canadian Regiment, and the 22nd Regiment, all stationed at St. Johns. The troop train was proceeding west and was just passing Sand Point station when the freight train approached slowly from the opposite direction.

The trains met on a tangent between two curves. These curves are both left curves, away from the river, and are half a mile apart. The trains met in the middle of the tangent or about a quarter of a mile from each curve.

Troop Train Ahead of Schedule.

The troop train got its clearance at Arnprior. It was then fifteen minutes ahead of schedule and went ahead on the clearance. Arnprior tried to raise the operator at Braeside but was unable to do so and there is no operator at Sand Point. The freight train had plenty of time to get to its destination if the troop train had been on schedule.

Owing to the heavy freight and the grade at this point, the east-bound train was unable to stop although the brakes were applied at once. When the collision occurred, both trains were moving slowly with the brakes on. The impact shoved the coal tender of the troop train against the first car into the air and this car telescoped the second car.

Men In Charge of Horses.

The first five cars following the engine in the troop train were loaded with horses and the men killed were in charge of the animals.

The first and second cars were completely wrecked but the engines did not leave the tracks. Corporal Cullinan was killed outright and Trooper Gordon died half an hour later. Trooper Doherty was thrown out the car door and landed in the ditch. A car fell on top of him but lay across the edges of the ditch and consequently his injuries are not as serious as might be expected. Seven horses were killed at once and five others had to be shot owing to the injuries they had suffered.

The two injured men were at once conveyed to the Victoria Hospital in Renfrew, where they are reported to be resting easy. The bodies of the men fatally injured were taken to the United church in Sand Point and afterwards transferred to Arnprior.

Express Wreck Recalled.

The accident occurred about one mile from where the Soo express was wrecked 24 years ago, when fifteen persons were killed in the disastrous accident. The small fatality list in the present accident is largely due to the fact that the soldiers on board, 250 in number, were sleeping in the rear coaches.

Traffic is tied up but a large wrecking crew is working on the scene and expects to have the track cleared some time this afternoon. The wrecking crew, which is from Smiths Falls, is in charge of Superintendent F. M. Rutter and Roadmaster Hall. The dead horses are being buried in a ditch alongside the track. The troop train was in charge of Alexander Hamilton, engineer, and Alexander Fraser, conductor. William Kenny, engineer, and John Robertson, conductor, were in charge of the freight train. There were nineteen cars altogether in the troop train.

Both the men killed were in the second car.

Inquest Opened.

Dr. Jamieson, coroner, of Sand Point, opened an inquest this morning and adjourned the hearing until Friday. The bodies of the dead troopers are in the undertaking parlors of J. C. Little in Arnprior.

OFFICIAL STATEMENT.

MONTREAL, Que., July 25. The Canadian Pacific Railway have issued the following statement regarding an accident on the line between Ottawa and Petawawa camp.

"At 4.58 a.m., date, military special en route to Petawawa with squadron "A" Royal Canadian Dragoons, and "D" Company of the Royal Canadian Regiment, St. Johns, Quebec, and the Royal 22nd Regiment, of Quebec City, met a freight train near Sand Point, about 55 miles west of Ottawa.

"There were two fatalities on the military special, Corporal Cullinan and Trooper Gordon, both of the Royal Canadian Dragoons. Troopers Mayhew, Lamarche, Doherty, Legere, and Herbert were injured.

"The cause of the occurrence has not been determined."

TWO IN HOSPITAL.

RENFREW, Ont July 25. Three troopers of the Royal Canadian Dragoons, St. Johns barracks, Que., were brought to the Victoria Hospital here this morning with injuries received at the wreck of the troop train at Sand Point, Ont. James Doherty and Joseph Lamarche are severely hurt but their condition is not considered critical. Trooper A. Mayhew, from the same corps, has a scalp wound but did not have to remain in the hospital. The troopers were grooms in the horse cars, which were upset when the troop train collided with a freight. Mayhew was able to leave the hospital in a few hours but the others will remain here.

18 COACHES ON TRAIN.

SMITHS FALLS, July 25. The troop train which collided head-on with a freight at Sand Point was made up of ten coaches of soldiers and eight coaches of equipment.

Leaving Behind Two Dead and Three Seriously Hurt, Troops Proceed to Petawawa Camp

C.P.R. Line Cleared Yesterday Afternoon After Head-on Collision Early in Morning Between Troop and Freight Trains At Sand Point, Ontario. Trains Going Slowly Or Toll Likely Heavy

Inquest and Official Inquiries Opened. Stories Of Remarkable Escapes And Graphic Incidents.

Leaving two of their comrades dead in Arnprior, and three seriously injured in the Victoria Hospital, Renfrew, as the result of a head-on collision between the troop train and a freight train on the C.P. Rly. about quarter of a mile west of the Sand Point station, members of A Squadron of the Royal Canadian Dragoons, D Company of the Roy Canadian Regiment, both of St Johns, Que., late yesterday afternoon completed their trip to Petawawa camp.

With them on the train were members of the Royal 22nd Regiment, of Quebec City, which had joined the St. Johns Corps at Montreal on Tuesday night, but none of the members of the 22nd were injured. The accident happened at five o'clock, standard time, yesterday morning, and the men who were killed or injured were in two cars, looking after the horses, which were placed next to the engine and in front of the other cars carrying equipment and the coaches for the men.

The Dead and Injured.

The dead are: Trooper Thomas Gordon, of St. Johns, Que., and Lance Corporal Vincent J. Cullinan, of San Francisco, Calif. Those in the hospital at Renfrew are: Troopers James Doherty, Joseph Lamarche, both of St. Johns, and Trooper Mayhew. Others who were slightly injured are: Troopers Legers and Herbert

Troopers Lamarche, Doherty and Mayhew, of the Royal Canadian Dragoons, were reported last night to be resting fairly comfortably at the Renfrew Hospital. The extent and gravity of their injuries are not yet fully known. Doherty is suffering from wounds in his neck and shoulders and X-ray pictures have been taken. The extent of Maynew's and Lamarche's hurts has not been definitely ascertained, either. The condition of the men is announced as "uncertain" and the full extent and seriousness of their wounds will not be known till later on today.

The late Trooper Thomas Gordon came to Canada from Musselborough, near Edinburgh, Scotland, and a sister resides in Montreal. He was a veteran of the Great War and had been prominent in soccer football, having played with a Montreal team in addition to being possibly the best player in the regimental team.

Had Remarkable Escape.

Trooper Gordon was killed outright and Corporal Cullinan died about fifteen minutes after he had been taken from the wreckage. Trooper Doherty had a most remarkable escape. He was in the first car and was thrown through the door of the first car into a ditch beside the road. As this car settled down, Doherty was pinned under it, but the ditch saved him from being crushed to death. His comrades, who came to his rescue, thought he had been killed, but with spades and crow bars, the earth was removed from around him, and part of the debris was pried off and he was pulled out. He regained consciousness immediately after being rescued. The other injured men were not covered with heavy wreckage, but at first it was feared that other men had been buried in the debris or had been killed by the horses which were wild with fright.

Church as Hospital.

The crash of the impact awoke people living in the district and at once calls were sent for doctors. They came from Sand Point and Arnprior and the injured men were given immediate attention. The United Church, just a short distance from the scene of the wreck, was converted into a temporary morgue and hospital. When the more seriously injured of these men had been given first aid, they were taken to the Victoria Hospital in Renfrew.

Inquest Opened.

Dr. Jamieson, coroner, of Arnprior, was notified, and after assisting the other medical men in attending the injured, opened an inquest which was adjourned until Friday. The bodies of the two men were then taken to J. C. Little's undertaking establishment in Arnprior, where they are kept pending orders from the military authorities.

On the troop train were 250 men and 70 horses. Seven of the horses were killed outright and five or six others were so badly injured that they were shot. After there was certainty that all the injured had been attended and the injured horses put out of their misery, the people of Sand Point looked after the comforts of the men. Breakfast was served from tables in the school yard and every house was opened to attend to the wants of the men.

Clearing the Line

Wrecking crews were summoned from Chalk River and Smiths Falls and were soon on hand working energetically to reopen the line to traffic. The large derrick on the wrecking train was used to remove smashed cars from the tracks and lift the heavier parts of the debris and remove the dead horses. They were then taken a short distance along the track where deep trenches were dug and they were buried. Among the horses killed were: Roy Candra, owned by Capt. James Wood, which had taken so many prizes at the Royal Winter Fair, Toronto, last year; Rose Marie, a very valuable horse, owned by Capt. Berteau, and another privately owned horse, the property of Major Timmins. Demistrom, owned by Major Timmins, a horse which is a veteran of the Great War, was in one of the wrecked cars but came out uninjured.

P. M. Rutter, district superintendent of the C.P. Rly. from Smiths Falls, was in charge of the wrecking crew. The tracks were ready for trains about two o'clock in the afternoon standard time. The freight were taken back to Castleford by the wrecking crew from Chalk. The local for Pembroke, was held up owing to the wreck but after about an hour and half's delay, the passengers and baggage were transferred and continued on their way on another train which was made up west of the wreck.

Proceed to Petawawa.

The troop train was in charge of Lt.-col. J. P. Archambault, D.S.O. officer commanding the Royal 22nd Regiment. After the tracks had been cleared, the troop train was backed to Arnprior, where the military men had meals in the various hotels and restaurants. The horses which had come out of the wrecked cars and those which had been unloaded from the other cars owing to their excitement had been fed and were again entrained. Shortly after four o'clock, standard time, the troop train proceeded to Petawawa.

The crew on the troop train was composed of A. C. Fraser, conductor; W. Kenny, engineer; J. Shouldice, fireman; W. Feathersont and J. Chane, breakmen. That of the freight train were: J. A. Robinson, conductor; Alex Hamilton, engineer; W. Stanzel, fireman, and T. Tamm and J. C. Poulin, breakmen. The crews of both trains were from Smiths Falls.

Ruah to the Scene.

From the headquarters staff in Ottawa, Col. T. V. Anderson, Col. H. C. Greer and Col. Dr. C. H. Dickson rushed to the scene of the accident by motor car immediately after the accident had been reported. Capt. W. H. P. Elkins, camp commander at Petawawa, also rushed by automobile to Sand Point, accompanied by a camp medical officer. Provincial officers, C.P. Rly. constables and the police in the district were also on hand to maintain order and to render any possible assistance. From as far west as Petawawa and as far east as Ottawa, hundreds went to the scene of the accident by motor cars.

Question of Responsibility.

Until the inquest is resumed by Dr. Jamieson, of Arnprior, coroner, on Friday morning, and a full investigation is made by railway officials and military authorities, it will be impossible definitely to place the responsibility for the wreck. Naturally officials would give no statement for publication pending the official inquiries. Opinions vary as to which train was at a point where it should not have been.

The troop train stopped at Carleton Place and at Arnprior was given a clear track although it is said to have been ten or fifteen minutes ahead of its schedule time. There are also well defined reports that after the train had left Arnprior an effort was made to raise someone at Sand Point or Braeside to have it stopped, but there is no night man on duty at Sand Point and the station man at Braeside could not be reached by wire. Another view expressed is that the freight train should have waited at Castleford, about six miles west of Sand Point, for the troop train to pass, but against this view is stated the fact that the freight train was travelling on its schedule time and would have been safely into Sand Point if the troop train had not been ahead of its schedule.

Rounding the Curve.

Just after rounding the curve west of Sand Point station, the engineer on the troop train noticed the headlights of the approaching train as it rounded another curve about a quarter of a mile distant. For an instant he thought it was the headlights of an automobile, then he realized that another train was approaching on the same track. At the same time the engineer of the freight train also realized that a mistake had been made and both engineers applied brakes and sounded whistles. The troop train had come to a stop just as the freight train crashed into it. The freight train was unusually heavy, and in addition from the time of rounding the curve until almost to the point of the collision, the track is down-grade so that it was impossible to bring it to a stop as quickly as was possible with the troop train. A matter of seconds before the impact, the engine crews of both trains jumped to safety.

Had either train been travelling at any great speed, the death toll and rolling stock damage would have been much greater. As the engine of the troop train was forced back by the force of the impact of the freight train, the first car behind the tender was raised off the tracks and was hurled practically on top of the second car. These were the only cars which left the track, the third car having only the end crushed in and other cars of the troop train suffered no damage.

Completely Demolished.

The car next to the tender fell partly on the tracks but mainly over the roadway which runs close to the track. The second car was hurled to the side nearer the river and away from the road. This second car was completely demolished and the dead and injured men and horses had to be taken out of what was a pile of debris. How one man escaped with his life from this car is a miracle.

Corporal Homerston and Quartermaster Sergeant Morris were the first of the men from the troop train to reach the demolished cars. Corp.

Homerston, with the vain hope that the men in the car might be alive, but stunned, pluckily entered among the kicking horses in an effort to reach them. Meanwhile other men were busy with axes chopping the roof of the car as it lay on its side on the road. So soon as a hole was large enough, the horses which weren't killed plunged frantically through the opening.

Engines Stay on Tracks.

Both engines remained upright on the tracks with their front guards interlocked. Two lengths of rail were torn loose on the south side of the track from where the freight engine struck the other to the point where it stopped. The freight cars were not damaged and the men in the coaches of the troop train felt very little effect of the impact. Those who were awake, felt the jerk as the brakes were applied and, then, what seemed a minute or two later, there was a jolt worse than when cars come together for coupling with a little more force than was intended. This is explained by the fact that the first two cars were the ordinary wooden kind, one of them up-ending and the other crumbling by the force of the collision.

The point where the accident happened is just about a mile east of the curve where, 24 hours years ago, the Soo train was in collision with a freight train and about twenty men, including members of the train crews, were killed.

INJURED TROOPER'S STORY.

(Special to The Citizen.) RENFREW. July 25. Hundreds of interested spectators continued to pour into the little village of Sand Point till late tonight. There was not much left for them to see, however, as most of the debris had been cleared away. The tracks at least were clear, the trains were again running on schedule, and the soldiers were gone.

All day long khaki-clad lads paraded between Sand Point and Arnprior. At noon today, Commanding Officer Lt.-Col. J. P. V. Archambault, D.S.O., M.C., led his men into Arnprior, where they had dinner, the first real feed for twenty-four hours. They went back to Sand Point in the afternoon and entrained to proceed on their journey to Petawawa Camp, which was so tragically interrupted at five o'clock this morning, exactly twelve hours after the mishap.

Several of the fifteen horses which died as a result of the wreck were outstanding animals. Amongst the best known were the two horses, Rose Marie and Roy Candra, owned by Captain James Wood. It was a rather peculiar, yet sad, incident that occurred this evening. A large grave had been dug near the wrecked train and here the horses were buried. Tonight a bill had blown off the bill board near by which read "Rose Marie." The picture of this name was showing in the nearby town and this simple inscribed lithograph served as a passing monument to the famous Canadian charger.

The Citizen correspondent visited the three injured troopers in Victoria Hospital tonight. The matron said that she had three very sick men, especially Joseph Lamarene, who was suffering a great deal. But surprisingly happy were the troopers. All seemed most thankful that their lives were spared. James Doherty, one of the lesser injured, had a lot to say about the accident and had a lot of questions to ask. "I was sleeping in the first car with Corporal Cullinan," he said. "I was wakened by my pet dog licking my face. I felt the train coming to a halt as though the brakes were being applied suddenly. I heard some screaming and looked out to see some of the trainmen jumping. Then came a crash. It was a sort of sinking feeling. Slow motion effect, not the sudden sensation one would expect. I don't remember much more except that I knew the horses broke loose. The side of the car fell in and I was pinned underneath. Someone, whom I am told was Quartermaster Morris, dug me out. and what a relief it was. It seemed as though tons were upon me. If I had been there another minute longer I am sure I would have died."

Each of the other troopers, Mayhew and Lamarene, had similar stories.

The C.P.R. inquiries will be held in Smiths Falls tomorrow.

26/07/1928

Ottawa Journal

Chalk River

Sand Point

Resumes Traffic Following Wreck

Service at Sand Point back to normal after hard work.

Traffic over the main line of the Canadian Pacific Railway at Sand Point, Ont., where a troop train was wrecked in collision with a freight early yesterday morning, is now back to normal. Extra crews working far into the night to restore service, cleared away the debris and wreckage. Two badly demolished freight cars were burned beside the tracks, and the engines of both trains lifted back onto the tracks, and rushed to Smiths Falls for repairs.

A relief train arrived early last evening and the remainder of the horses were loaded into new box cars, and the troops proceeded to Petawawa.

During the morning, passengers were transferred from different trains at either side of the wreck, and traffic movement was maintained in this way with a minimum of discomfort to travelers. The Trans-Canada was routed on the Canadian National Railways line by way of Pembroke.

27/07/1928

Ottawa Journal

Chalk River

Sand Point

Adjourn Inquest Into Train Wreck

At request of Canadian Pacific Railway authorities the inquest into the death of the two soldiers who were killed on the Sand Point troop train wreck Wednesday, has been adjourned until Monday afternoon at four o'clock standard time at Sand Point.

The injured members of the Royal Dragoons' Regiment are doing fairly well in hospital at Renfrew, and an early recovery is expected.

At the inquest, both train crews will be summoned as witnesses as well as the agents from Renfrew, Carleton Place and Smiths Falls. Dr. J.A.

Jamieson, coroner from Arnprior, will preside.

Jury Find Troop Train Ran Ahead Of Its Schedule
Orders were misconstrued By Conductor and Engineer,
They Testify at Inquest in Train Wreck.

Freight Crew, Operators, Despatchers, Exonerated

Telephone With Emergency Signal Be Installed at Sand Point, is Recommended

The collision on the C. P. Rly. line just west of Sand Point between a freight train and a west bound troop train going to Petawawa, in the early morning of Wednesday, July 25, resulting in the death of Corporal Vincent J. Cullinan and Trooper Thomas Gordon, was due to the conductor and engineer of the troop train misconstruing orders and running ahead of the schedule set for the train.

This was the finding of the coroner's jury which investigated the deaths at the inquest conducted by Dr. Archibald Jamieson, of Arnprior, at Sand Point yesterday afternoon. The verdict exonerated the crew of the freight train and also the train despatchers and operators but recommended that a telephone, with an emergency signal, be installed at the Sand Point station to enable a train to be stopped there at night when a station man is not on duty. It was also pointed out that if the two horse cars which were smashed in the wreck had been of modern steel construction there would have been no casualties.

Alex. Fraser, conductor on the troop train, said he conscientiously believed he was right in being where he was with his train at the time of the accident but since then he sees the difference. W. Kenny, engineer, won the sympathy of all in the room when he frankly admitted he had misconstrued the order. "I have read it many, many, many times since then and I quite well understand it now," he told the jury with a voice choking with emotion.

How Order Misconstrued.

The troop train was running as the second section of train No. 17, a regular passenger train, and on the night of July 24th, orders had been telegraphed giving a complete schedule from Ottawa West to Petawawa, leaving Ottawa at 1 a.m. and reaching Arnprior at 2.58. The troop train was an hour late in getting ready to leave Ottawa and so an order was sent with instructions to run one hour and ten minutes behind the schedule previously telegraphed. At Carleton Place, the train was behind its schedule and a new order was sent to run two hours behind the schedule first telegraphed. The mistake by the engineer and conductor on the troop train was interpreting this last order to mean that they were to run their train two hours behind the time sheet or time table for the regular passenger train. No. 17, of which it was a second section so far as running rights were concerned. At the time of the wreck, the troop train was considerably behind the time as they understood it but was ahead of the time set by the order. Had the troop train been five minutes later, the freight train would have been cleared in the siding at Sand Point.

H. B. Johnson, crown attorney, of Pembroke, conducted the investigation with the coroner, the Canadian Pacific Railway Company was represented by W. H. Williams, KC, of Pembroke, the engineers by D. Campbell, of Winnipeg, and the conductor and trainmen of the troop train by W. H. Stafford, KC, of Almonte. E. V. McNeil, provincial police officer, was also present. Considerable interest was taken in the inquest by railway men and others and there was a large attendance of spectators, including many women.

The Train Dispatcher. James Carmichael, of Kemptville, train despatcher at Smiths Falls, told of telegraphing the schedule for the troop train and the subsequent orders. The first amending order was to run one hour and ten minutes behind the schedule set in the first order and the second amending order was to annul the previous order and to run two hours behind the schedule in the first order. The troop train, under its orders, was due at Arnprior at 4.58 but arrived at 4.46, twelve minutes ahead of time. Witness said he did not know the train was ahead of time until after it had left Arnprior. He had then tried to stop it at Braeside but the train had passed that point. He had next called Sand Point but the train was just passing the station as the station agent came downstairs. If the troop train had been running on its schedule, the freight train would have had time to get into the siding at Sand Point. There were no orders for the trains to cross at Sand Point but the freight train had the running orders for the troop train and it was up to it to clear the troop train. The freight train at Sand Point had twelve minutes, based on the troop train's schedule, to make the siding when all the time required was five minutes.

A juror asked witness if he did not think it advisable for the railway to have a night man between Arnprior and Renfrew but the crown attorney interposed that this was a question for a man higher up to answer.

Had No Orders.

John Culhane, operator at Carleton Place, told of giving the orders to the troop train at that point. John Stavenow, operator at Arnprior, said he had no order regarding the troop train although he knew it was coming. He did not know it was ahead of schedule until he had reported its passing to Smiths Falls and had then learned that it was twelve minutes ahead of schedule.

To Mr. Stafford, counsel for the troop train crew, witness said he had waved to the crew that it was O.K. as the train passed through.

"And as far as you were concerned or knew then, the train was all right to pass through?" asked Mr. Campbell, counsel for the engineers. Witness replied: "Yes."

J. Warren Morphy, operator at Renfrew, said he had given the conductor of the freight train a copy of the order instructing the troop train to run two hours behind the schedule which had been set in the first order.

John A. Roblnaon, conductor on the freight train which was running from Chalk River to Smiths Falls, told of getting the orders which had been given to the troop train. If the troop train had been running on schedule the freight train would have had lots of time to make the siding at Sand Point. The troop train was due there at 5.10 but the accident happened at 4.55. "Five minutes would have put us in the siding from where we were hit," said the conductor. He was in the cupola of the van when he noticed the headlight of the other train just as both trains rounded curves in the road. He knew the emergency brakes were applied and thought the freight train would be stopped in time to avoid a collision and so he and the brakes man stood on the step of the van and both stepped off together after the engines hit.

The conductor said he had consulted with his engineer at Renfrew and both had considered they had ample time to make Sand Point where they figured on crossing the troop train. He had no instructions to cross the troop train at any particular point, this being left to the judgment of the conductor and engineer. To Mr. Williams he said it was his duty to look out for the troop train which was what is known as a first class train. To a juror he said the troop train might not have known anything about the freight train but the troop train should not have run ahead of the ordered schedule.

This evidence was corroborated by Alex. Hamilton, engineer on the freight train. He said he had made a service brake application to slow down for a stop at Sand Point to go into the siding. Just as he rounded the curve he saw the headlight of a train in front and at once applied the emergency brake. The train had slowed down to three or four miles an hour when he jumped just before the collision. He was not injured except for a slight abrasion on the nose as the result of falling. The train had 36 cars and was on a down grade.

Saw Headlight

"My mate, the engineer, spoke of something coming, I saw the headlight of an engine in front, looked at my watch, and I got off," said W. Stanzel, fireman on the freight train.

J. Lorn Pullan, front end brakeman on the freight train, said he was sitting in the engine and heard both the engineer and fireman say "there's a headlight" The engineer applied the emergency brake, and witness said he and the engineer got off about four car lengths from where the engines hit.

The orders received at Ottawa West and at Carleton Place were produced by Alexander Fraser, conductor on the troop train. The troop train had left Carleton Place at 4.10 and Arnprior at 4.48. He said he did not know he was ahead of schedule at Arnprior. After he had received the second amending order at Carleton Place, to run two hours late, he said he thought he was the second section of No. 17, without any attachment. "I must have misconstrued the order," said the conductor. "I thought I was running two hours behind the time bill for the first section. I was three hours and twenty-five minutes behind its schedule at Carleton Place and knew there was no chance of making up the hour and twenty-five minutes and thus getting down to the two hours set by the order. On reading the order now, I find out differently. At the time I believed I was the second section of

No. 17 with orders to keep two hours behind it"
Not Modern Construction.

To Mr. Stafford, Mr. Fraser said he had been with the company since June, 1904, and had no black mark against him. The horse cars which were demolished, he said, were C.N. Rly. palace horse cars, with wooden underframes. They were not modern construction. "If they had been the modern type, there would have been no fatalities." The troop train, he said, "made passenger a train stop, slid right in without a jar." He had been sitting at a table in a car and had not noticed the freight train.

The last order received had read: "Order No. 8 annulled. Second No. 17. engine 600, run two hours late Carleton Place to Petawawa on schedule in train order No. 55 of July 24. No. 17 running two sections." Mr. Williams pointed out that the wording of this order was exactly the same as the wording of the previous order to run one hour and ten minutes later than the schedule.

"I must have overlooked part of the order," admitted the witness. "I thought the annulment of No. 6 order put the schedule out of business and that I was to run two hours behind the time table for No. 17."

"Who was responsible for the collision?" asked Mr. Williams.

"The jury will decide that," interposed Mr. Stafford, who objected to the question.

"Was the freight train in a proper place according to orders?" asked Mr. Williams, and a reply in the affirmative was given.

"Were you in the position you should have been according to orders?" was the next question by Mr. Williams.

"Under my construction of the order at that time, I was," replied Mr. Fraser. "Since then I see the difference."

Protection Given.

When W. Kenny, engineer, was called, Mr. Campbell, counsel, asked for protection under the Canada Evidence Act and this was assured. Engineer Kenny said he had read the orders and had mistaken them to mean that the troop train was to run two hours behind the schedule for regular 17's time instead of behind the schedule in the first order received at Ottawa West. When asked by the Crown Attorney to read the order and say what he thought it meant, Mr. Kenny, replied: "I have read it many, many many times since and I quite well understand it now. The bottom of the order makes it quite plain."

Mr. Kenny said he had remarked to his mate, the fireman, that he did not know why his orders were "to run two hours late when he was three hours and twenty-five minutes late at Carleton Place. He said he had slowed up at Arnprior expecting to get an order with more time, possibly to run two hours and fifteen minutes late, but the board was clear and he ran on.

The engineer said he had seen the headlight of the freight train as each engine rounded curves and had applied the emergency brakes. His train came to a stop and he "sat on her and tried to reverse, but couldn't". He then stepped off the engine just when the other engine was about two feet away. "I made a mistake in reading the bottom part of the order," repeated Mr. Kenny. In reply to a question, he also expressed the opinion that if the horse cars had been of modern steel construction, no one would have been hurt.

The Verdict

Other members of the crew of the troop train were present, but the jury did not think it necessary to hear them. There was no summing up of the evidence or pleas by counsel and after half an hour's deliberation, the following verdict was returned.

"We find no cause or fault against the crew of the freight train or of the despatchers or operators, but find that the engineer and conductor of the troop train misconstrued their orders.. We are also of the opinion that had the horse cars been of modern, steel type, instead of wooden cars, there would have been no casualties. We would further suggest that the C. P. Rly. install a telephone with emergency bells and proper equipment for the stopping of trains at night at the Sand Point station."

The Jury was composed of John R. McDonald, foreman; James Young, John Chatterton, W. Carmichael, W. McNeil, R. Thomlison, Geo. Murray, H. Couiton, H. Lynn, J. McPherson and D. Carmichael.

20/04/1929 Ottawa Journal Chalk River Almonte

Almonte Farmer Killed By Train

Gravelle Doslack Meets Instant Death When Horses Are Frightened

ALMONTE, April 20. - While crossing the railway line at Wylie's crossing, Almonte, this morning, Greville Doclack, a prosperous farmer of the district, was knocked down and instantly killed by the 10.17 C.P.R. train.

Mr. Doshack was driving a team of horses and had stopped at the Producer's Dairy to wait for his son. As the train approached the horses, evidently frightened, ran right into its path and the vehicle was shattered. One of the horses was cut in two, while the other escaped.

The victim was well known in the township of Ramsay, where he had been a farmer for many years

20/04/1929 Ottawa Citizen Chalk River Almonte

Farmer is Instantly Killed by a Train!

ALMONTE, April 20. When his horses became frightened at the Pembroke C.P.R. train and ran onto the railway track at Wylies Milling Company here shortly after 10 o'clock this morning, Gravelle Toshack, a farmer in the township of Ramsay, four miles from here, was struck by the train and instantly killed.

Mr. Toshack was thrown about fifteen feet from the track and when picked up was dead. One of the horses was also killed and the wagon completely demolished.

Mr. Toshack with his son had come into town and had stopped at the Producers' Dairy, which is close to the track. His son went into the dairy and during his absence the train passed through the town. The horses became frightened and started to run away. Mr. Toshack, not realizing that the train was so close, did not jump from the wagon.

It is likely that an inquest will be opened this afternoon.

21/03/1930 Arnprior Chronicle Chalk River Arnprior

From the C.P.R. came a request for a four-inch pipe rather than a two inch, as at present, at the local water tank, this in view of the fact that the Renfrew tank will be out of commission for a time during the coming summer and for that period the Arnprior service will be used more. Council placed the communication aside until further information is secured.

18/04/1930 Arnprior Chronicle Chalk River Arnprior

COUNCIL REFUSES TO INSTAL (sic) A LARGER PIPE FOR C.P.R. TANK

Mr. Castleman, a C.P.R. engineer addressed a regular meeting of the municipal council on Thursday evening of last week in support of a request from the railroad that the town sanction the replacing of the present two-inch feeder pipe to the C.P.R. gravity tank on John street with a four-inch pipe. Council re-affirmed a former decision that it would not alter the present status quo. [details of discussion followed]

09/05/1930 Ottawa Citizen Chalk River Pembroke

Train Crew Exonerated From All Culpability

Pembroke May 9 - At the inquest here today into the death of Stanley Graham, who was killed yesterday afternoon when a tractor which he was operating was struck by a C.P.R. train, the train crew was exonerated from all blame.

Stanley Graham instantly killed
While Grading Highway Machine is hit by C.P.R. Train.

Pembroke, May 8th. - Stanley Graham, an employe of the Edgar Irvine Contracting Company, engaged in surfacing the highway between Pembroke and Petawawa, was instantly killed here at 2.45 this afternoon when the tractor which he was driving was struck by the eastbound C.P.R. local. The accident occurred on Moffatt's crossing at the western extremity of main street. Graham had been with the company only two weeks, and at the time of the accident was driving a truck with a grader attached, grading that portion of the road in the vicinity of the crossing. He was coming east towards the crossing, and did not seem to notice the approaching train until Joseph Wasiski, who was operating the grader, shouted to him and called his attention to it. Graham signalled back with a wave of his hand, and stopped a few feet from the track, but a few moments later the tractor moved forward again and had just reached the centre of the track when the oncoming train crashed into it, carrying it down the truck a distance of 200 ft.

Graham's body was found about 80 feet from the crossing, completely decapitated and in a terribly mangled condition. Wasiski succeeded in jumping clear before the collision and escaped with only minor injuries to his leg.

Just what caused the tractor to move ahead after it had stopped is not positively known. The most likely thing is that Graham, who was none too familiar with the tractor, thinking that it was in neutral gear, release the clutch while the tractor was in forward speed, and had not time to rectify his mistake before the train crashed into him.

The body was removed to Malcolm's funeral parlours, where a preliminary inquest was held at 5.30 this afternoon. The jury empaneled by Coroner Dr. D/ Delahey, consisted of C.R. Beal, Foreman; A.M. Thomson, William Cassidy, H.H. Middleton, M.J. Howe, J. Deacon Taylor and R. C. Coxford.

After viewing the body the inquest was adjourned until tomorrow morning at 11. 45.

29/08/1930 Eganville Leader

Chalk River

Pembroke

Pembroke, August 29 - Four persons were injured, three seriously, early this morning, when the Canadian Pacific Trans-Canada Limited train left the rails at the entrance to the Pembroke yards. A battered and twisted wreck, scattered along the bank of the Ottawa River, is all that remains of the engine, while four of the six cars which comprised the train are damaged considerably.

The injured are: John Shouldice, fireman, Ottawa; George Clark, engineer, Ottawa; Basil Watson, Ottawa, and Lester Weeks, porters, Montreal. None of the passengers were injured.

Shouldice is the most seriously hurt of the group. He is not expected to recover. His skull was fractured and he was severely scalded by escaping steam. When rescuers arrived, Shouldice was still in the cab which had become detached from the engine, and was buried in sand which had virtually filled the cab. Clark, the engineer, was hurled into the river, where he was found a few minutes after the crash. He is suffering from a broken left leg, fracture of the left arm, burns and other injuries, including a deep cut on his nose.

Watson, who was not a member of the crew, but was riding in the cab, was burned about the face and head, while the porter, Weeks, sustained no injury other than a damaged thumb. Conductor's Bravery Praised

The heroism of the sleeping-car conductor, who had to cut his way through a heavily screened window, when he was held captive in the half-buried wreckage of a coach, was described by appreciative passengers, who had been guided to safety through his unceasing efforts. Once freed from his prison of steel, heedless of his own predicament, his first thought was of the passengers imprisoned in the pullmans piled in a distorted pile along the river bank. Grateful passengers, still dazed from the distressing scene, spoke feelingly, and with great praise of his untiring efforts in their behalf.

Inquiry at the hospitals and from medical attendants late tonight, elicited the information that Shouldice's condition is unchanged, and that Watson is also in critical condition. Engineer Clark is expected to recover. It is estimated that the total damage to property will be about \$100,000. Switch is Blamed

The accident occurred about 12:50 a.m. as the train, westbound, was pulling into the local yard. When interviewed in the hospital, Engineer Clark was unable to account for the crash, it all happened so suddenly, he asserted, that he did not know what occurred. Several theories are advanced, but until an investigation is made by railway authorities, no statement will be made, according to Superintendent Tobin of Smith Falls, who reached Pembroke early this morning, and is superintending the work of repairing the damaged line and getting the cars back on the track. Some who were at the scene of the accident early state that the train entered an open switch, and this is considered the most probable explanation of the cause of the crash.

When the engine left the track it plowed through the sand between the track and the river bank before toppling over. The baggage car, which was immediately behind the engine, ran past the engine, as did also the dining car, next behind, and the baggage car came to a stop in a position at right angles across the track. The dining car and three pullman sleepers left the rails and were canted over on their sides but were not damaged greatly; two cars remaining on the rails. Passengers, most of whom had retired, received a shock and some were thrown from their berths.

Narrowly Escape Plunge

It is considered little short of a miracle that the entire train did not plunge into the Ottawa River. The tracks run parallel with the river and are only about twenty feet from the water. Steel construction of the cars also averted a heavy death toll.

When the engine left the rails the tender and cab were ripped apart and the tender plunged from its chassis and came to rest beside the boiler. The cab was detached from the boiler and hurled almost into the river and partly buried in the sand. The fireman, who remained in the cab, was dug out with shovels. Pieces of apparatus from the engine were scattered along the bank of the river, about fifty feet. Telegraph poles were snapped off, and wires were a tangled mass.

Fireman Was In Wreck of Train At Sand Point

John Souldice, 32-year-old Fireman Critically Injured in this Morning's Wreck, Escaped Then

George Clark, Engineer Had One Narrow Escape

26 years ago He Laid Off Run and Substituting Fireman Was Killed

John Shouldice, 32 year-old Ottawa fireman who is lying in Pembroke Cottage Hospital in a critical condition following the derailing of the C. P. R. trans-Canada flyer at the end of Pembroke early this morning, was fireman on the C.P.R. special troop train which was wrecked near Sand Point last summer. The troop train was carrying soldiers and horses from the eastern part of Canada to Petawawa for the annual camp there. The coaches left the tracks and one soldier was killed. Shouldice then escaped unscathed.

George Clark, who was engineer on the trans-Canada had a close call about 28 years ago. At that time he was fireman on the regular crew which took the Sault train out of Ottawa. On one trip he laid off and it was on that occasion that a spare fireman, named Dubois, who had taken his place was killed when two passenger trains collided head-on at Sand Point. About 12 persons were killed in the wreck,

Went on Fishing Trip

Robert Baugh of Booth street. Clark regular fireman, by a coincidence, booked off for last night's run so that he could go on a fishing trip and John Shouldice took the run in his place. Mr. Baugh is out of town today and it could not be learned if he knew of the accident.

The train crew on the ill-fated flyer took charge of the train at Union Station and were booked to take it through to North Bay. The engine crew took charge of it at Ottawa West and were to take it to Chalk River where they would get the eastbound trans-Canada and bring it into Ottawa. The engine crew is attached to the Chalk River subdivision and is the regular crew on CPR trains 7 and 8, the west and eastbound Trans Canada. The engine attached to the flyer was 2217 which had been pressed into use only a few days ago to replace one of the latest 2300 class which had gone into the shops for repairs.

Wire repair train

A wiring repair train left Ottawa West CPR station at six this morning to repair the damage done the wires by the carrying away of telegraph poles, when the engine left the track. The train crew was as follows: D. McDiarmid, conductor; R. McIlquhan, engineer; R. Brunet, fireman. The train consisted of engine and caboose, the latter loaded with all the necessary materials for a quick repair of the service.

No orders could be sent between Ottawa and Pembroke for a clear track on account of the dead wires. Officials at the Ottawa and Pembroke ends of the line were considerably handicapped by this fact.

Been on run since May

George Clark, age 56, of 34 Preston Street, has seen 40 years service with the CPR. He has been on the present run since May. Previous to this he was on the Sault run from Ottawa to Chalk River. He is married and has four stepsons.

John Shouldice, aged 32 of 66 Loretta Street, has been with the CPR since he started as a call boy at the age of 16. He is on the spare list as a fireman. He is married, and has two children, Allen, aged 3, and Charles, aged one year. His parents Mr. and Mrs. Charles Shouldice live next door at 64 Loretta Street. His wife left last night with her husband's father for the Pembroke Hospital.

Basil Watson, aged to 26, of 637 King Edward Avenue, is not connected with the railroad and apparently was riding on the engine. He is married, and has a three-year-old daughter, Audrey. His parents, Mr. and Mrs. Henry Watson, live at 294 Booth Street.

03/09/1930 *Ottawa Citizen**Chalk River**Pembroke*

Tells of Error Causing Wreck of C. P. R. Train

Left switch open in lapse of memory, and a race with death failed, says Smiths Falls trainman.

Inquiry on derailment at Pembroke is opened

Walton Featherstone admits forgetting Trans-Canada flyer was due.

Pembroke, Ont., Sept. 2. - Bearing every evidence of the terrible strain he has been suffering and in a broken voice, Walton Featherstone, Smiths Falls trainman on a special stock train, told at a coroner's inquest tonight how a momentary lapse of memory on his part caused the wreck of the Trans-Canada flyer here early Friday morning last which resulted in injuries to Basil Watson, a passenger in the cab of the locomotive on the flyer, which ultimately caused his death, possibly fatal injuries to John Shouldice, fireman, and broken limbs and scalds and burns to engineer George Clark, both also of Ottawa.

Before Coroner Delahey's jury, Mr. Featherstone told of arriving at Pembroke at 11.45 Thursday night on his train, lifting a few cars at Hunter siding, then moving on the passing track to allow the eastbound Soo Express to pass at 12.20 a. m.

Immediately it had passed, or a few moments later, he walked to the engine and asked the engineer if Conductor Brown was down. The engineer had said he was - that he was on the engine, and he (Featherstone) had seen him. He then went up the track and opened the switch so that his train might go out, entirely forgetting that the flyer was due at 12.40. In his explanation to Crown Attorney H.B. Johnson, he stated that usually when the conductor came down to the engine he had his orders "to clear" and he took it for granted all was ready.

After opening the switch he returned to the engine and only after telling the engineer that the switch was open did he realize his error and commenced a race with death to close it. This race was lost by a scant fifty yards as the flyer crashed into the passing track and was derailed when he was but that distance from the switch.

Without the least attempt at evasion, he admitted he had completely forgotten that the Trans-Canada was due and asserted the only reason he had not seen the conductor's clearance on the stock train was that generally when the conductor came down to the engine, he had his orders to go.

Brief testimony was taken from Dr. J.H. Cully, who attended Watson Frank Buder, C.P.R. operator, and conductor Andy Brown of the stock train.

No verdict will be reached until tomorrow afternoon when the coroner and jury will take evidence from the engineer, George Clark, who is a patient in the Pembroke General Hospital and could not be seen this evening.

Both the trainman, Walton Featherstone, and C.P.R. Section Foreman Emile Darby testified that owing to the switch for the passing track being on a rather sharp curve, that the engineer of the flyer could not possibly see the light turned against him until he would be within fifty yards of it.

Injured fireman now improving

John A. Shouldice, hurt in train wreck, has good chance of recovery.

Pembroke, Ont., Sept. 5 - John A. Shouldice, Ottawa fireman so seriously injured in the Trans-Canada wreck here a week ago, and whose life was at first despaired off, is reported tonight to be showing continued improvement, and his chances for ultimate recovery would now seem to be considerably better, though of course he is not by any means entirely out of danger.

He is now enjoying longer periods of consciousness and as each day passes hope for his ultimate recovery increases.

Engineer cClark also is making satisfactory progress and his condition now gives every hope of ultimate recovery.

11/10/1930 *Ottawa Citizen**Chalk River**Pembroke*

Geo. Clark Died Unexpectedly In Hospital Today

Ottawa Engineer on Ill-Fated C.P.R. Flyer Was Believed Well on Way to Recovery Until Yesterday.

Second Fatality from Mishap on August 28

Was 53 Years of Age and Highly Popular Among Railwaymen in Capital.

George Clark, engineer of the CPR passenger train which was wrecked at Pembroke, Ont., on August 28, died in the Pembroke General Hospital about 4 o'clock this morning as a result of injuries he received in the accident. Engineer Clark's passing was quite sudden, as reports from the hospital on Wednesday last stated he was resting comfortably and apparently recovering. Engineer Clark's death is the second one resulting from the accident, Basil Watson, of Ottawa who was a third man in the engine cab, having succumbed to scalds and burns a few days following the wreck. John Shouldice, who was fireman on the wrecked train, is at present in a Montreal hospital undergoing treatment for injuries received. The first intimation received that Engineer Clark's condition had changed for the worse was last evening when his wife was requested to go to Pembroke immediately. She left on the first train out of Ottawa, but arrived at the hospital a few minutes after her husband had passed away.

12/11/1930 *Ottawa Journal**Chalk River**Pembroke*

HORSE IS KILLED DRIVER ESCAPES

PEMBROKE, Ont., Nov. 11. At the C.P.R. crossing near the ahook mills, about noon today, a delivery horse, owned by D. Brash. was killed by the engine of a passing train, while the delivery rig was smashed beyond repair. The driver, seeing the train, endeavored to turn the horse away, but the animal became frightened and ran on to the track. The driver jumped clear of danger, just before the train struck the horse.

25/11/1930 *Ottawa Journal**Chalk River**Renfrew*

Severely injured trying board train

Renfrew, Ont., Nov. 24 - Robert J. K. Leckie, a young Scotsman giving his last address as Brockville, met with serious injuries when he attempted to catch on a C.P.R. Eastbound freight train at the Renfrew station about 3.30 this afternoon.

The young man had spent the day in Renfrew and decided to catch a through freight, which was travelling at a high rate of speed.

Misjudging the distance, he missed his hold and fell between the cars and the platform, sustaining severe injuries.

He was taken to Victoria Hospital, Renfrew, and after examination by Dr. N. McCormack, it was found it necessary to amputate his leg below the knee. It is expected he will recover.

04/12/1930 *Winchester Press**Chalk River**Renfrew*

Lost a Leg

In trying to board a freight train running out of the station at Renfrew, Ont., at 35 miles an hour, Robert J.K. Leckie age 23, a young Scotsman, was thrown under the train and had one leg so badly crushed that it had to be amputated. According to a companion of Leckie, T. Beauchalt, age 18, the two young men had beaten their way from Brockville to Ottawa in search of work, and not being successful decided to retrace their steps. Having stayed over night in Renfrew they were trying to catch a train when the accident happened.

27/12/1930 *Ottawa Citizen**Chalk River**Klondike*

Klondikers Made the B. and O. Train Lively

Echo of the big Gold Rush of 1897 and 1898.

An echo of the great Klondike gold rush of 1897 and 1898 is related by Mr. Richard.

Botterell. In the fall of 1897 when the rush began in earnest Mr. Botterell was running on the Brockville and Ottawa line and saw much of the crowds that went from this part of Canada to the Klondike

The practice of the C.P.R. was to bring its Klondike passengers in special cars from points east of Toronto to Smiths Falls, At Smiths Falls the cars were tied onto the Brockville-Ottawa train, and by it carried to Carleton Place, where they were again hitched onto the transcontinental.

During the seventeen odd miles in which the Klondike cars were hitched to the Brockville and Ottawa train, the train crews of the B. and O. had a nervous time.

As a rule there were seven or eight special Klondike coaches and all of them were very noisy. Drunken rows took place en route to Carleton Place and often windows were broken. There were women as well as men in the Klondike cars.

The B. and O. crews were always glad to see the last of the Klondikers.

Ottawa Boy Who Wanted To Go Places And See Things

Graphic Tale of Youth Who Gratified an Ambition. Made Fast Accent to the Charge of an Engine. Some Inside Stuff of a Railroader's Career Which Will Grip the Reader.

There are few railroad engineers in Ottawa, (or in Canada for that matter), who have had a longer railroad career, or have had more varied railroad experiences than Richard ("Dick") Botterell of Ottawa.

Mr. Botterell began his railroad career at the very early age of 14, when he became an apprentice in the shops of the Quebec, Montreal, Ottawa and Occidental Railway at Hochelaga. Mr. Botterell was an Ottawa boy when he made his jump into a railway career. He was a son of the late Edward Botterell who for many years was superintendent of distribution for the House of Commons. Edward Botterell came to Ottawa from Quebec in 1863. He was one of Ottawa's most respected citizens.

Richard Botterell was five years of age when his parents came to Ottawa. As soon as he became of school age, he attended the Kent street school. At thirteen in 1876. young Dick became seized with a desire to see the world. He crossed the border and in New York state filled various boy jobs for about a year. Then he went to Montreal and found a job as apprentice in the Q. M. O. & O. shops. From that time his life story reads like a bit out of a book.

Saw First Electric Dinner Held in Canada

During his short stay in Montreal Richard Botterell saw what was the first dinner ever held in Canada at which the light was provided by electric bulbs. The Duke of Sutherland was a guest of honor at a dinner provided by the officials of the Q. M. O. and O. Rly. The dinner was held in the freight sheds at Hochelaga. At that time electric lights were very new and very imperfect in their operation. They were always going out. Young Botterell and another apprentice were detailed to renew the bulbs as they burned out. A lot of them did burn out, Mr. Botterell said. Some of the bulbs lasted all evening. Others did not last more than half an hour.

Ice Bridge Tragedy.

In 1877, shortly after young Botterell went to Montreal, there occurred a tragedy on the ice bridge between Montreal and Longueuil. The engine, "C. A. Scott" (named after a minister of the Quebec government) broke through the ice and went to the bottom, the engine crew being drowned. The train itself did not break through.

Ran Donkey Engine.

Tiring of Montreal, and perhaps being a bit homesick for Ottawa and his Ottawa friends, the boy left the Q. M. O. and O. and returned here, where he got a job in the C.P.R. yards running a donkey engine. At that time he was only fifteen.

Became a Fireman.

A year later the lad heard of an opening on the Q. M. O. and O. line between Hull and Aylmer, went after it and got it. He was then only 16, but big for his age and strong. Thus at 16 we see him a full-fledged fireman.

The engine on which he got the job of firing was the old "No. 1," known as the "De Boucherville." The engineer was Jerry Austin, a fine chap (dead), who had been a former G.T.R. man. Tom Fennell was the train conductor.

Four Trips Per Day.

This train made four-trips per day between Hull and Aylmer. The train carried both passengers and freight. The Hull station was just about where the present C.P.R. Hull station is located. For the benefit of engine No. 1. there was a turntable just near the Hull station. The turntable is there yet, but it has been filled in with earth and ashes.

To the C.P.R.

Mr. Botterell fired on the Hull-Aylmer line till 1881. In that year the C.P.R. bought out the Q.M.O. and O. holdings, and after the changes Dick Botterell found himself promoted to a firing job on the Brockville and Ottawa (C.P.R.) line. He fired then for Harry Clendenning, a well known and valued engineer. This B. and O. engine was a coal-burning engine. Coal-burning engines were practically new at that time.

To Wood Burner.

Then came another shift which found the future engineer and grand officer of the B. of L.E. firing on the lumbermen's mixed train between Ottawa and Mattawa. This engine was a wood burner. While doing this firing job, Mr. Botterell (still a youth) had one of the hardest experiences of his long career. Fortunately the experience lasted only six months.

On the 200-mile trip between Ottawa and Mattawa Fireman Botterell had to handle from 18 to 21 cords of four-foot cordwood per trip.

A Hard Job.

People who have never handled cordwood on a locomotive cannot easily understand just what the handling of 21 cords of wood entails, especially in winter, which was the season during which Fireman Dick Botterell had his experience.

Several Operations.

First, when the wood was being loaded from the platform to the tender, the fireman had to "arrange" the wood on the tender in order to get as much on as possible. Then when the train was running, the fireman had to lift several sticks from the tender to a position convenient to the door of the engine. The third operation was the putting of the cordwood into the firebox.

Mitt Into Fire.

In winter the wood was often (mostly, in fact) covered with snow and ice and was difficult to handle. The fireman, of course, wore buckskin mitts or wool mitts. But it happened now and again that a mitt went into the firebox with the wood, and then the poor fireman had a nice cold time. His fingers got frozen. Sometimes they also got full of wood splinters.

The engineer on this wood-burning engine was William Boucher, who is now superintendent of the Chapleau division of the C.P.R.

A Proud Day.

It was a proud day for Dick Botterell when, in 1882, at the age of 19, he was promoted to fire on engine 214 of the passenger train running daily between Ottawa and Pembroke.

Engine 214 was a 30-ton engine, coal burning. It was one of the largest C.P.R. engines of the period. It had been converted from a wood ! burner. Today locomotives run as large as 180 tons. David Kelley, of Ottawa, who died here but a few days ago. was the engineer. Mr. Kelley had been superannuated for years.

The trip to Pembroke took 3 hours and 15 minutes, but to the delighted promoted fireman the time seemed but an hour.

Engineer at Twenty.

The grand and glorious time in every fireman's life is the day he ceases to fire and steps into the cab of an engine as engineer in charge of the great pulsating locomotive That grand and glorious feeling came to Dick Botterell when he was not quite 20. Early in 1884 he was given an engineer's job in the yard service at Ottawa. This job he held for about a year.

To Passenger Train.

When the Soo branch of the C.P.R. was finished, about 1885, Engineer Botterell was given a passenger train between the Soo and North Bay. From that time on Mr. Botterell's ascent was rapid and sure.

In later years we find him on all the best runs, including the Montreal-Ottawa short line, where the trains ran fast.

A Record.

Besides being a reliable engineer, Richard Botterell has held the confidence of his fellow engineers.

In 1904 he was sent as an Ottawa district "representative to the big B. of L.E. convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for six years.

Some years ago the B. of L.E. awarded Mr. Botterell a long service badge. He had been 44 years a member of the order.

In 1887, when the big convention of the order came to Ottawa, with an attendance of 2,700 persons, Mr. Botterell was the secretary of the

committee of arrangements, and his efforts were voted a great success.

By the way, the editor of the O.T.S. has reason to remember that convention. He was a reporter on a local paper at the time and reported the convention. The engineers were so pleased with the reports that they presented the writer with a Ball railroad gold watch which watch the editor of the O.T.S. still possesses in good shape.

04/04/1931 Ottawa Citizen

Chalk River

Engineer Charrier Had Name on Cab Was an "Honor" Driven on C. P. RY. Took Out First Train on The Fast "Trans-Canada"

As a Boy Hung Around Station and Yard at Point Levis and Patted Driving Wheels of Engines and Dreamed of Day When He Would be Able to Run One. Later Loved His Engine as He Would a Child.

ONE of the best known of the retired railroad engineers is Michael H. Charrier. of 34 Spadina avenue. Mr. Charrier had 48 years of railroad service. Thirty of those years he put in at the throttle of fast passenger engines. Michael Charrier began his career as an engine cleaner with the Grand Trunk Railway at Point Levis, Que., but the bulk of his service has been with the C.P.R. both east and west of Ottawa. .

Mr. Charrier first put his hands on an engine in a sort of possessional way when he was only 17 years of age. That was back In 1872. At that time young Charrier's father was a porter in the yards at Levis, and the boy had thus opportunities to be around where the pulsing engines were. From the first time the lad saw an engine he made up his mind to be an engineer and control one some day. He looked up with respect and admiration at the engineers as they went by him in their overalls and peaked caps. What great men these must be, he thought, to be able to make big engines go and stop at will.

Let Go Into the Cab, Boy Made His Resolve

One day when he was eight years of age he induced a kindly engineer to let him get into the cab of his engine for a few minutes. What a proud moment that was for the boy.

After that the boy often went up to the driving wheels of the standing locomotives, patted them lovingly and dreamed dreams of what would be when he was a man.

When he was 17 young Charrier went to the master mechanic and applied for a job as oiler. There was no job open at the time. The lad then asked if he might "help around" for nothing, on the chance of getting the next job that opened.

The master mechanic laughed and agreed. With joy in his heart the boy ran down to the round house, proclaimed the good news to the locomotive foreman and asked for an engine to clean. He was told to go and get instructions from one of the paid oilers who were at work.

We will pass over Mr. Charrier's early career as it was spent In the province of Quebec.

On C.P.R. Construction

In 1883 we find Michael Charrier a full fledged engineer on a C.P.R. construction train between North Bay and Sudbury.

At that time North Bay was not on the map. There were no regular houses. Mr. Wellington, the contractor, had a log building where he boarded his men. This building the C.P.R. also used as a station.

Cold Work

Mr. Charrier spent six winter months between North Bay and Sudbury pulling the construction train. During that six months, he and his fireman, Leo Beauchamp, made the cab of the engine their home. They both slept and ate there. The cab was the warmest spot there was for many miles around.

It was a lonesome sort of a job they had. All they saw was the thin strip of railroad right of way, bordered on each side by high pines. The road had been cut in an almost straight line through the wilderness.

Land Was Cheap Then

Mr. Charrier says that at that time he and his fireman could have bought the whole of the present site of North Bay for a very small sum. At that time there was not a whisper about mining.

At the end of six months Engineer Charrier tired greatly of pine forests and asked the C.P.R. to accept his resignation. Instead of letting him go the company brought Mr. Charrier back to Ottawa and put him on a passenger train on the North Shore between Ottawa and Montreal.

On the Trans-Canada

Mr. Charrier continued with the C.P.R. In 1918 we find him taking out of Ottawa the first fast train on the famous "trans-Canada" service of the C.P.R. His run was Otlawa to Chalk River.

Mr. Charrier so impressed his quality as an engineer on his superiors that he was named as one of those engineers who were entitled to have their names emblazoned in gold letters on the sides of their cabs.

Many years ago the C.P.R. started a system of thus honoring its quality engineers who safely made some fast run when called upon to do so, or who rendered the company valuable service in other direction. Freedom for years from avoidable accidents, and a good general reputation often brought the honor of "name on the cab."

Engineers who obtained this honor were vastly proud of it. That was in the days when engineers always had the same engine, and cared for it as they would a pet child.

It is told that in those old days engineers were so fond of their engines, (which they regarded as their own) that they would spend half their spare time around their engines at the roundhouse, supervising the cleaning. and tightening processes.

Probably present day engineers would have the same love of their engines and potter around them in the same way. but for the fact that engines are no longer "personal" engines. About 15 years ago, the C.P.R. inaugurated the "chain- gang" or "first in-first out" system whereby engines ceased to be run by the same man. By the "chain-gang" system the company was enabled to make an engine do more trips and then save on the number of engines required.

Today, to an engineer an engine is merely an engine, no matter how big or fast It may be. It hasn't a personality like it used to have.

Engineer Charrier has had many interesting personal experiences during his 48 years of railroading.

In 1893 Mr. Charrier had the experience of being at the throttle of the engine that hauled the special train which brought Lord and Lady Aberdeen from Montreal to Ottawa. At the end of the trip Lord Aberdeen saw the conductor, Mr. Victor Boisvert and Engineer Charrier and thanked them for the safe and delightful trip he had had. A few days later Supt. H. B. Spencer handed the conductor, engineer and fireman each a substantial financial recognition which Lord Aberdeen had sent them.

A peculiar feature of Mr. Charrier's career is that since ho was superannuated some 9 years ago. he has never been on an engine or around a roundhouse.

"When I retired," he said, "I retired. I loved the work while I was at it But when they superannuated me, I put engines and trains out of my mind. Yet my happiest memories are those of my early days of railroading. Perhaps the happiest day of my life was the day a C.P.R. painter put my name in gold letters on my cab."

Ottawa Motorist Fatally Injured At Carleton Place

Level Crossing Smash Results in Death to George Hueston, 71 Poplar E. St. Woman Also Hurt.

CARLETON PLACE. May 1--Geo. E. Hueston, 71 Poplar St., Ottawa, was fatally injured in a level crossing accident here this afternoon. His companion, Miss Dorcas Walters of this town was seriously injured, but hopes are being held out for her recovery.

The fatality occurred at what is known as the town line crossing, about 500 yards north of the William street crossing. Hueston drove on to the railway in the path of the Pembroke local, Ottawa bound, which arrives here at 5.10. There is a fairly good view of the crossing and it is difficult to understand why the approaching train could not be seen,

Apparently the automobile was struck about the center and was carried down the tracks for about 400 yards. Both occupants of the car were thrown out and their bodies were found along the right of way not far from the place of the accident. They were both living when rescuers reached them and were at once rushed to the Rosamond Memory Hospital at Almonte, where Hueston died about one hour later.

Miss Walters, although very seriously injured, is expected to recover.

The automobile was completely wrecked, although the windshield was not broken. An inquest will probably be held tomorrow.

16/05/1931 *Ottawa Citizen**Chalk River**Carleton Place*

Ottawa Man's Death Ruled Accidental Elmer Hueston Fatally Injured at Carleton Place. (Special to The Citizen.) ALMONTE, May 15. A verdict of accidental death was returned at an inquest held last night before Dr. A. A. Metcalfe, coroner. In the case of Elmer Hueston, of 71 Poplar street, Ottawa, who was fatally injured, and Miss Dorothy Walters, daughter of Mr. and Mrs. James Walters, William street, Carleton Place, badly cut and bruised when the car in which they were driving collided with the Pembroke local No. 558. Ottawa bound.

The accident occurred at the town line crossing Carleton Place. The car apparently was hit almost in the center and carried nearly to the William street crossing a distance of about 40 yards.

As the view of the crossing is quite open and the train might be seen for a considerable distance, the cause of the accident is yet unknown. Dr.

Johnston and Dr. McEwen administered first aid and the injured were taken by C.P.R. to the Almonte hospital where Mr. Hueston died. Mr.

Hueston went to Ottawa from Richmond about a year ago and was engaged in the taxi business. ---

24/06/1931 *Ottawa Citizen**Chalk River**Pembroke***Ottawa Man Killed in Crash, Girl Badly Hurt**

Victor Bonnah, Aged 24, Was to Have Been Groomsman at Uncle's Wedding Today.

Miss Freda McDonnell Lying in Critical State

Auto in Which They Were Riding Hit by Train Near Pembroke.

PEMBROKE, Ont. June 24. Victor Bonnah, aged 24, an employe of the Ottawa Electric Company, Ottawa, was fatally injured and Miss Freda McDonnell, daughter of A. D. McDonnell, Cecilia street, Pembroke, nurse-in-training at the Pembroke General Hospital, is still unconscious following an automobile accident on the Pembroke-Ottawa highway about 3.25 this morning, when the light coupe in which they were traveling to Pembroke was struck by the west bound C.P.R. Soo express.

Bonnah, who was driving, left Ottawa last night en route to Chapeau, [sic] Que., near Pembroke, where he was to have been groomsman this morning at the wedding of his uncle, John Dwyer, and was being accompanied to Pembroke by Miss McDonnell, who had been in Ottawa for some time completing her training at the Strathcona Hospital, and who was returning home to attend the funeral of the late Miss Mary Clark, a nurse who died at the General Hospital Tuesday.

According to Dr. D. A. MacKercher, Cobden, the only eye-witness of the accident, he was traveling east from Pembroke approaching the railway crossing at Government Road, five miles east of the town. As he neared the crossing he noticed the lights of another car coming from the east and at the same time noticed the lights, and heard the whistle of the westbound C.P.R. Soo express. After halting his car until the train had passed he proceeded forward and was surprised to note the other car had apparently disappeared and turning back he discovered the remains of the coupe hurled to the station platform some 100 feet away while the two occupants had been thrown to the ground.

Bonnah was suffering from broken limbs and a head injury while Miss McDonnell was also injured about the head, both being unconscious.

The train had passed on without the crew being apparently aware of the accident. Awakening J. Lisk, a nearby farmer, Dr. MacKercher rushed the two accident victims to the Cottage Hospital, Pembroke, where Bonnah died within two hours and where Miss McDonnell still lies unconscious.

Dr. P.C. Delahey will conduct a coroner's inquest with the preliminary sitting this morning. The scene of the accident is anything but a particularly dangerous level crossing as the lights of a westbound train should be easily noticeable when it is at least one-half mile from the crossing.

08/09/1931 *Ottawa Journal**Chalk River**Renfrew*

Level crossing victim.

Fred Tindale, of 81 Smith Street, Orillia, an employe of the McNamara Construction Company, received critical injuries from which he died shortly afterwards when a truck he was driving was struck by the Canadian Pacific Railway Company's local train no. 558 at 4 o'clock Saturday afternoon.

The accident occurred at a railway crossing on Highway no. 17, five miles west of Renfrew. Tindale was returning from the company's operations at a gravel pit when the truck was hit by the train with terrific force. He was thrown 100 feet suffering a broken neck and severe body injuries.

Rushed to Victoria Hospital he was attended by Drs. F. H. Murray and K. L. McKinnon, but died shortly afterwards.

Coroner Wade opened a preliminary inquest at McPhail's funeral parlours.

The body will be taken to Orillia for burial.

15/02/1932 *Ottawa Citizen**Chalk River**Renfrew*

3 accused of assault on Renfrew constable

Sequel to disturbance at railway depot.

Three Renfrew boys will appear in police court tomorrow morning charged with assaulting Constable Dan Henderson of the town police force on Friday night.

Definite details in connection with the affair, which centered about the Canadian Pacific Railway depot were lacking but it is understood that the boys named Comba, Stewart and White, are alleged to have had a hand in battling with the officer. The latter still possesses black eyes as a result of the fight.

It is alleged that Henderson was about to threaten the young Comba with his club and the three boys turned on the constable.

15/08/1932 *Ottawa Citizen**Chalk River*

Obituary for Richard W. Bottrell- extracts:

His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882 he was promoted to the position of fireman on the Ottawa-Pembroke passenger run. When not quite 20 he was given an engineer's job in the yard service in Ottawa which position he held for about a year.

From the C.P.R. came a request to change, from a two-inch to a four-inch, the pipe which taps the John street main to supply water to the railroad tank on that street. The same request had been presented to a previous council without results. On Thursday night, some councilors were favorably disposed toward the request; others were strongly opposed, hence the matter was referred to the waterworks committee who will bring in a report at a future meeting.

Coroner's Jury Inquires Into Mishap at Welsh Crossing.

ALMONTE, Ont. Oct. 24. A verdict of accidental death was returned at the coroner's inquest, held in the council chamber tonight, into the death of Thomas Burrows, of Montagu Township, who died in the Rosamond Memorial Hospital on October 7, following injuries received when the car in which he was travelling was struck by a Canadian Pacific Railway train.

Mr. Burrows was a passenger in the car driven by Russell MacDonald, also of Montague Township, when the automobile was hit by the north bound Ottawa-Brockville local at Welsh crossing, three and a half miles north of Smiths Falls.

Bell Was Ringing.

Marshall Bryan, engineer on the train, stated that the bell was ringing and the whistle had been blown for the crossing. He did not see the automobile approaching the crossing and thought a rod had snapped on the engine so he applied the brake. He did not know a car had been struck until the fireman told him. He stopped the train in seven or eight pole lengths and backed to the accident scene where the injured men were placed aboard the train and taken to Carleton Place and then on to Almonte.

Robert Knowles, fireman, was on the floor of the cab at the time of the accident and did not see the car approaching. Going over the crossing he thought something had fallen off the engine. He looked out and saw the wrecked car. He shouted to the engineer who stopped the train.

His Vision Blocked.

Russell MacDonald, driver of the car, stated that his vision was blocked by an embankment and shrubbery along the road and he did not see the train until he was on the crossing. MacDonald stated that in place of medical aid being summoned from Smiths Falls, he and Burrows were taken to Almonte and he thought it was about two hours before they were given medical help.

Theodora McFadden, conductor, testified that attempts were made to get a doctor in Carleton Place but none could be found so the injured men were taken on to the hospital at Almonte.

Chief E.D. Walsh, Mrs. Russell MacDonald, J. Aspinall, Robert McVeigh, O. Dunlop and Norman Burrows also gave evidence.

Dr. A.A. Metcalfe of Almonte presided over the inquest. Messrs. M.D. Williams, lawyer and E. E. Clapham, claims adjuster represented the Canadian Pacific while J. A. B. Dulmage of Smiths Falls, represented the Crown.

Previous to dealing with the matter of wage reductions, council - authorized the signing of an agreement to provide water to the pump stand at the C.P.R. station for the next five years. [table of rates followed]

Truck Demolished at level crossing

Becomes stranded in deep snow as train approaches.

In addition to many trees broken down by the weight of snow, and power communications disabled, the unusually heavy snow storm which struck Ottawa on Monday was responsible for a level-crossing accident at 5.35 o'clock yesterday afternoon. Beyond the demolition of a \$2,000 truck owned by The Producers Dairy, limited, no more serious consequences resulted.

Frank Faulkner, 33 Rosemont Avenue, driver of the machine, was travelling along a country side road which connects the Pembroke and Kingston highways near the farms of Bower Henry, president of the Producers Dairy, and A.H. Acres M.L.A. His truck, which was empty at the time, stalled in the deep snow just as it reached the C.P.R. railway crossing. Mr. Faulkner worked for about half an hour to move it but to no avail. Suddenly the Ottawa-bound Pembroke and Smiths Falls train came into view, and although Mr Faulkner had time to get clear of his stranded truck, he had no time to warn the engine crew.

A derailment of the train was avoided by the fact the truck was struck a glancing blow, and the hurled clear of the tracks. No serious damage was done the locomotive, and after a slight delay the train proceeded to Ottawa. The truck was insured for collision damage.

Thousands Visit Byrne Homestead

P. A. Byrne and Daughter, Who Were Killed By Train, To Be Buried Tomorrow.

CARP, Ont., May 25. So great was the number of people who visited the home of the late P. A. Byrne near here last night to view the remains of Mr. Byrne and those of his daughter, Carmalita, both of whom lost their lives in collision with a train at a level crossing in Arnprior Wednesday, that automobiles were parked in the nearby fields. Thousands visited the home and practically every community from North Bay to Ottawa was represented.

Mr. Leo Byrne, eldest son arrived from Kenora, Miss Byrne Kama from Manitoulin Island, and Miss Marguerite arrived from Black Donald; all three are school teachers.

Father and daughter were on their way to Pembroke where the latter was to enter a hospital to commence a course of training and at the Daniel street crossing in Arnprior their car was hit by the westbound morning local and hurled twenty feet: the automobile landed against the steel standard of an electric signal bell, the impact being sufficient to dislodge the standard.

Miss Byrne suffered terrible cuts about the throat and her neck was broken. She bled profusely and died almost instantly.

Mr. Byrne was taken to an Ottawa hospital; he never regained consciousness and at 6.05 that evening he died. His legs and one arm were fractured, broken ribs pierced his lungs and physicians said there was no part of his body that was not injured by the impact or cut by flying glass. Two or three times during the afternoon he seemed anxious to say something, but beyond the words, "I'm sorry," his utterances were not coherent.

Funeral Tomorrow.

The funeral will take place tomorrow morning at nine o'clock, standard time, to the Huntley church and cemetery.

The late P.A. Byrne, who was 58 years of age, was born in McNab township, third son of the late John Byrne. He is survived by his wife, by seven children, two brothers, John of Arnprior and Thomas, and one sister, Mrs. Ed. Levy of Munising, Mich. The members of the family are very widely known and probably none in all the countryside are more highly esteemed.

Inquest opened.

Dr. A Jamieson, coroner for the Arnprior district, opened an inquest into the death of Miss Byrne and adjourned the taking of evidence until Saturday evening at Arnprior. Evidence given at this inquest will also be used to cover the death of Mr. Byrne.

Jury Sworn In.

The members of the jury sworn in were P.J. Heney, foreman, T.P. O'Toole, F.X. Desarmia. A. Sproule, J. Munro, A. Armand, T. Potter and J. Murphy. Dr. Jamieson presided at the preliminary inquest and he was assisted by Chief of Police Rodgers.

Accidental death is Jury's Verdict in Byrne Mishap

Finds car driven by victim's father "had either been struck or collided with train."

Arnprior, Ont., May 27. - a verdict of accidental death was returned by the jury empaneled to investigate the cause of the death of Miss Carmelita Byrne, who was killed here on Wednesday in a level crossing accident when the car, driven by her father, P.A. Byrne, of Carp, who also died from injuries he received in the accident, collided with or was struck by a westbound C.P.R. Ottawa-Chalk River local. The jury, in the verdict, found the car "had either been struck by or collided with the train at the crossing."

Eye-witness Testifies.

J. A. McCormick, of the Bank of Nova Scotia staff, an eye-witness, testified he was on his way home to lunch, and was approaching the crossing when the local was pulling in. When about 35 feet from the crossing the Byrne car passed him. Although he would not estimate the rate the car was travelling, he was of the opinion that it was going fast, as the train at that moment was near the crossing.

Witness stated he threw out his arms and shouted, but apparently the occupants of the car did not see or hear either him or the train. Mr. McCormick said that as the car approached the crossing it was on the left side of the road and he believed it swerved to the right when almost upon the crossing. So close was witness that when the car and train collided the former missed him only by inches, when it was thrown forward against the signal standard.

Thomas Carthy, a taxi driver, who had been waiting at the station and was also an eye-witness, estimated the speed of the car at 15 to 18 miles per hour.

Oswald McComb, who had stopped his truck before reaching the crossing, stated the car had passed him at rather a fast clip, he thought. He had heard the train whistling.

Engineer tells story.

The engineer of the local, Harry Matthews, stated he first thought the car would stop, but when he saw it did not slow up, he immediately applied the emergency brakes, bringing the train to a stop in three and a half car lengths. He estimated the speed of the car between 15 and 18 miles per hour.

Chief of Police John S. Rodgers filed a list of measurements he had taken on his arrival at the scene, while Dr. J.H. Box gave evidence of a medical nature, testifying as the actual cause of Miss Byrne's death. The fireman of the train, Mr. Levert, although not an eye-witness of the accident, also gave evidence.

The inquest was under the direction of coroner Dr. A. Jamieson, assisted by chief Rodgers, while Crown Attorney H. B. Johnson, K.C., of Pembroke, questioned the witnesses. The jury comprised John P. Heney, Foreman; T.P. O'Toole, Andrew Sproule, Andrew Raymond, Joseph Murphy, James Munro and Thomas Potter.

29/06/1934 *Ottawa Journal**Chalk River**Chalk River*

Was killed by train while engaged on duty

Pembroke, Ont., June 28th - after deliberating for 15 minutes a coroner's jury brought in a verdict that Claus Holimer, aged 59 years, CPR employe of Chalk River, met his death as a result of being struck by an engine while in pursuit of his duties at Chalk River last Saturday, at the adjourned inquest into the fatality which was held tonight in the council chambers here.

The opinion was expressed in evidence that the man must have endeavoured to board the tender of the engine which was backing up, and fallen underneath, sustaining the injuries which caused his death the same day in Pembroke Cottage Hospital. Dr. W. L. Higginson, coroner, presided, while Crown Attorney H. B. Johnson questioned the witnesses.

Witnesses included Felixix Bertrand, who was in charge of the engine when the accident happened; C. J. Gribben, roundhouse foreman; Henry Lacelle and Duncan Laroche, all of the CPR at Chalk River; Provincial Police Officer A. V. McNeil and Dr. A. J. Skelly. The jury was composed of C.R. Beal, foreman; W.L. Mulvihill, W. Sarsfield, H.S. Smith, Harold Wright, W.H. Hawkins and E. A. Hunt.

04/07/1934 *Ottawa Citizen**Chalk River**Pembroke*

Killed In Jumping Off Freight Train

Accidental Death Is Verdict at Inquest on Balderson Man's Death.

PEMBROKE, Ont., July 3. - Death by accident with no blame attached to any one was the verdict found tonight at the inquest into the death of George Allan, 23, Balderson, Ont., who was instantly killed this morning when jumping from a moving freight train at the C.P.R. station here. Employed for a month past in a road camp near Chalk River, Allan was returning to his work with two companions, from his home, where he had spent the holiday. The three were riding in an empty coal car.

Donald McTavish and Philip Brady, Allan's companions, stated at the inquest that they expected the train to stop at Pembroke. They planned to leave the station here and proceed to Chalk River by motor with a friend who had brought them to Pembroke when they left their work for the holiday. The train, however, did not stop and Allan, evidently misjudging its speed which the others placed at about 20 miles an hour, jumped. They were going to jump, but thought it was going too fast. They did not know that Allan had been killed until they reached Chalk River. Frank Buder, C.P.R. operator, stated that the accident victim struck the station platform and rolled beneath the train.

Albert Allan, brother of the victim, identified the body, and Chief of Police Wm. McKee also gave evidence. Dr. W. L. Higginson, coroner, presided at the inquest, which was held at Neville's undertaking parlors. The jury was composed of J. H. Bruck, foreman; C. A. Bailey, J. A. Munro, N. C. Cohen, A. L. Beamish, P. H. Kelly and W. A. Zadow.

The body was taken tonight to Balderson, where the funeral will be held.

09/07/1934 *Ottawa Citizen**Chalk River**Carleton Place*

Alexander Fulton of Pakenham was almost instantly killed at the William Street crossing of the C.P.R. here yesterday at 11.30 as the Pembroke local was leaving town on its way west. The train was in charge of Engineer Matthews and Mark Baker of Ottawa. Mr. Fulton was driving into town in a coupe accompanied by his nephew, Stewart Fulton of Cedar Hill, when his car was struck on the crossing and badly wrecked. The crossing is a dangerous one, the view being obstructed on the north side by dwellings. Stewart Fulton escaped uninjured.

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Pakenham Man Is Victim of Level Crossing Crash

A. Fulton Fatally Injured When His Auto Hit By Train at Carleton Place. Nephew Escapes.

CARLETON PLACE. July 8. Alexander Fulton of Pakenham was almost instantly killed at the William street crossing of the C.P.R. here yesterday morning at 11.30 as the Pembroke local was leaving town on its way west. The train was in charge of Engineer Matthews and Mark Baker of Ottawa. Mr. Fulton was driving into town in a coupe accompanied by his nephew, Stewart Fulton of Cedar Hill, when his car was struck on the crossing and badly wrecked. The crossing is a dangerous one, the view being obstructed on the north side by dwellings. Stewart Fulton escaped uninjured.

Following the accident the body was removed to Patterson Bros.' funeral home and was later taken to his home at Pakenham. The local coroner, Dr. A. Downing, was called and a jury was summoned, composed of Robert J. McLaren, foreman; James Cram, J. M. Murray, Abe McFadden, Robert Burrows, John Morris and Walter Kingston. They viewed the body and visited the scene of the accident and later adjourned to meet again on Monday evening at 8.30 o'clock. Standard Time.

Mr. Fulton was about 74 years of age. He was born in Pakenham township but had lived the greater portion of his life in Pakenham village. He was a carpenter. He is survived by two brothers, Andrew of Arnprior, and William of Braeside and one sister, Mrs. William Bain of Renfrew county. He was unmarried.

12/07/1934 *Ottawa Journal**Chalk River**Chalk River*

TRAINS ARE DELATED.

Held up by a burning freight car at Chalk River, two Canadian pacific trains from Vancouver arrived in Ottawa considerably behind schedule this morning. The first train, due at 3.40 a.m. arrived at 8.00 o'clock, and the second, due at 6.15 a.m., came in at 8.20 o'clock.

14/02/1935 *Ottawa Citizen**Chalk River**Carleton Place*

Carleton Place Boy Meets Death

Donald Willoughby, 7, Killed By Train at Crossing. Inquest Ordered.

CARLETON PLACE, Feb. 13 This afternoon at five o'clock as the Pembroke local was proceeding through town on its way north, Donald Willoughby, seven-year-old son of Mr. and Mrs. W. C. Willoughby, was instantly killed at the Lake avenue crossing. So far as can be ascertained, no one saw the accident. The body was discovered about 5.15, lying on the main line track by Geo. L. Wilson and Jas. R. Moore, two railway shopmen, while on their way home from work.

Dr. A. Downing, coroner, and Chief C. R. Irvine were at once notified and after visiting the scene an inquest was ordered. A jury was empanelled this evening composed of W. J. Porterfield, foreman; Jno. Morris, Abe McFadden, W. Kingston, Herb. Stewart, R. J. McLaren, Wm. Taman, Wm. Heddleston and James Cram. After viewing the body, the jury adjourned until Thursday afternoon in order that the train crew might be present.

16/04/1935 *Ottawa Journal**Chalk River**Almonte*

Unidentified Man Killed by Train At Level Crossing

Score See Tragedy at Almonte - Full Description of Victim Is Given by Police.

ALMONTE. April 15. Dropping to the tracks in front of the east-bound Pembroke local at the Bridge street crossing here, at 3.38 this afternoon, an unidentified man was killed in the pretence of a score of people. The man's body was badly mangled. Dr. A.A. Metcalfe, coroner, had the body removed to the undertaking parlors of George L. Comba. [sic]

The man, who was unknown in Almonte, had been seen near the scene of the accident for the greater part of the day, and on hearing the whistle of the afternoon local he hurried to the crossing and fell in front of the onrushing train.

In Busy Part of Town.

The Bridge street crossing is located in the downtown section of the town, being near the intersection of the two main business streets. The train was in charge of Conductor I. Snyder and Engineer F.C. Towsley.

Victim Is Described.

Description of the victim was forwarded to Ottawa by Chief Major Walsh, of the Almonte police, and local enquiries are being conducted by Detective Ernest Sabourin

Part missing

Ottawa police have no one to correspond to the man killed on their list of missing persons.

01/08/1935 *Ottawa Citizen**Chalk River**Renfrew*

Transients go to jail at Renfrew.

Choose ten days rather than pay fine for stealing rides on train.

Renfrew July 31. Five transients Frank Brindise of Vancouver; Clifford brown, Ottawa; William Parker, North Bay; Ralph O'Dair, Vancouver, and Mattie Koskill of no address, appearing before Magistrate W.V. MacGregor in Renfrew police court today on charges of obtaining passage on railway trains without payment of fare were given the option of a fine of ten dollars or ten days in jail, the transients choosing the ten days. It is alleged these rod-riders who were charged by Constable George Taylor, R.C.M.P. belong to the ranks of the Ob-to-Ottawa trekkers.

Robert A, Robinson and John Wilson of Ottawa and Henry Hillier of Clarenceville, Que., charged by Constable D. Gleason of the C.P.R. police with trespassing on C.P.R. property last evening when they entered the C.P.R. station at Cobden and engaged in drunken brawl, causing much damage to the interior of the station, were sentenced by Magistrate MacGregor to twenty-one days in the county jail at Pembroke. Robinson was given an additional twenty days on a charge of obstruction entered by Provincial Constable W.J. Johnston of Renfrew.

Peter Addie of Toronto, formerly of Renfrew, was fined \$100 on a charge of obstruction entered by Provincial Constable W.J. Johnston. Addie it is alleged obstructed Constable Johnston in the discharge of his duties last Thursday evening. The case against his brother, R.J. Adie, appearing on a breach of the Liquor Control Act, was dismissed.

03/08/1935

Ottawa Citizen

Chalk River

Pembroke

Antoni Kawal. 40. Dies in Hospital From Injuries. Two Companions Arrested For Trespassing.

PEMBROKE. Ont, Aug. 2

Antoni Kawal. aged about 40. a transient whose home address is unknown, was fatally injured about 6 o'clock this evening while attempting to board a westbound CPR. freight train a quarter of a mile west of the station. After the accident the injured man was picked up and taken to the Cottage hospital. where he died about an hour later.

Dr. H. Trefry, who attended him, stated that the man's left arm was severed while he had serious injuries about the face and back and one lung was punctured.

An inquest will be opened in the morning with Dr. J. B. Galligan, coroner, presiding. Alan Amies. 21. Cardross. Sask.. and Hartley Simon. 19. Saskatoon, who were with Kawal are being held by Coroner G. E. Fraser of the RCMP, who investigated the accident, as witnesses at the inquest, and they will also be charged with trespassing on railway property.

Companions' Story.

Amies and Simon are said to have told the police that they met Kawal at Arnprior and the three came to Pembroke on a CPR freight train. They left the train as it pulled into the east end of the yard here and walked through the town so as to avoid the police, who they expected would be watching the trains for transients, and it was their purpose to board the train again west of the station, when it started after taking water. They returned to the track at the foot of Victoria street, but the two men who are being held stated that they decided not to attempt to board the train as it was going pretty fast. Kawal. however, made the attempt with fatal results

See 7 August for the inquest

07/08/1935

Ottawa Citizen

Chalk River

Pembroke

Accidental Death Verdict Returned

Pembroke Coroner's Jury Finds Transient Met His Death Boarding Train.

(Special to The Citizen) PEMBROKE, Ont, Aug. 6 Accidental death, due to injuries received in attempting to board moving train, was the verdict of the coroner's jury tonight at the inquest into a fatal accident last Friday evening of which Antoni Kowal was the victim. Kowal, a transient, was injured while attempting to board a CPR freight train as it was pulling out of the Pembroke yards.

Witnesses heard tonight were: G. Gillespie, brakeman, and A. Playfair, fireman, on the freight train: Dr. A. W. Trefry, who attended the injured man after the accident, and Hartley Simon, Saskatoon, and Allan Amies. Cardross. Alta. who were with Kowal at the time of the accident.

Kowal. with the other two men, had travelled on the freight train from Arnprior to Pembroke, getting off at the east end of the Pembroke yards and walking through the town with the intention of boarding it again as it pulled out after taking water. Amies and Simon thought the train was going too fast but Kowal made a jump for it and lost his grip. His left arm was severed and he sustained severe injuries about his head and back which resulted in his death an hour afterwards.

Dr. J. B. Galligan presided at tonight's inquest and the witnesses were examined by H. B. Johnson. K.C.. Crown attorney. The jury was composed of C. R. Beal. foreman; C. A. Bailey, J. D. Tavlör. G. R. Bromley. R. E. Davis, H. J. Harwood and Ivan Roy.

Local authorities were unable to locate any relatives of the dead man and he was buried here this afternoon in the Church of England cemetery.

18/11/1935

Chronicle-Telegraph Quebec

Chalk River

Carleton Place

One Killed, Five Hurt At Carleton Place Ont., In Crossing Crash

Carleton Place Ont., Nov. 18 (C.P.) One woman was killed today and five other persons injured, one critically when a Brockville-Ottawa Canadian Pacific Railway train plowed into an automobile on a grade crossing near here. The accident occurred when the train plowed into an automobile driven by Rev. J.W. Edwards, Carleton Place Baptist minister, demolishing the car and hurling the six occupants onto the right of way. Mrs. Edwards was killed.

19/11/1935

Ottawa Citizen

Chalk River

Franktown Road

Donald Edwards In Serious State

11-Year-Old Boy Hurt in Train Crash at Franktown Crossing on Monday.

The condition of Donald Edwards, aged eleven years, who is at the Ottawa Civic Hospital suffering from serious injuries received in a train-automobile crash at the Franktown C.P.R. crossing on Monday, remains critical today, hospital authorities stated.

His sister. Miss Dorcas Edwards, has progressed considerably since her admission to the hospital yesterday, and is believed to be out of immediate danger. Rev. Mr. Edwards and a daughter, Emily, who received cuts in the accident, are able to be about at the family home in Carleton Place.

Yesterday afternoon the preliminary inquiry was opened by Dr. Albert Downing, coroner, in Carleton Place into the death of Mrs. J.W. Edwards, who was fatally injured in the crash. The inquiry was adjourned until Friday evening at eight o'clock in the town hall.

23/11/1935

Ottawa Citizen

Chalk River

Franktown Road

Recommend Gates at Train Crossing

Coroner's Jury Brings in Verdict on Death of Mrs. J. W. Edwards.

Carleton Place, Nov. 22. - at the adjourned inquest this evening into the death of Edna May Edwards, wife of Rev. J.W. Edwards, Baptist Minister here, who died as a result of a fractured skull received in a car accident here on Monday last, the following verdict was arrived at after deliberating 35 minutes:

We the jury enrolled to inquire into the death of Mrs. Edna Mat [sic] Edward's, beg to report, we find that Mrs. Edwards died about 10 a.m. On Monday, November 18th, 1935, from a fracture of the skull, the injury being received when the automobile of which she was an occupant was struck by the locomotive of incoming Brockville C.P.R. train at the Franktown road crossing. We find that the driver of the automobile, Rev. J.W. Edwards failed to see the incoming train in time to avoid the accident. Your jury would very strongly recommend that this crossing be protected with gates as it is a Highway Crossing and dangerous. Signed, M. D. McCallum, Foreman; R.J. McLaren, Walter Kingston, Narcisse Guerard, Robert Burrows, William Taman, James Cram.

The accident occurred last Monday morning at the Franktown road crossing on the arrival of the Brockville local train. Those in the car with Rev. and Mrs. Edwards were three of their children, Dorcas and Donald, who are now in the Ottawa Civic Hospital, and Emily at home, as well as Mrs. W. A. Sherry, patient in the Chambers Hospital, Smiths Falls.

Those giving evidence at the inquest were; Theodore McFadden, conductor; Warner Brian, engineer, both of Smiths Falls; George Hyndman, fireman; P. A. Miron, station baggageman and J.T. Farrell, C.P.R. operator.

Cuthbert Scott of Ottawa appeared for the C.P.R., W. W. Pollock, Carleton Place, Crown attorney., A. Patchell, Carleton Place, held a watching brief for Rev. W.J. Edwards

J. A. Shouldice Dies of Injury

Fireman on Train Derailed Near Pembroke August 29, 1930.

As a result of injuries to the head suffered more than five years ago when the western express on which he was fireman was derailed at an open switch entering the town of Pembroke early on the morning of August 29, 1930. John Allan Shouldice, popular Canadian Pacific Railway company employe, died suddenly Sunday evening at the home of his parents, 31 Armstrong street.

Dr. J.E. Craig, coroner, was notified, and decided that in view of the thorough investigation conducted following the derailment of Mr. Shouldice's train, a formal inquest would be unnecessary.

Locomotive Topples Over.

John Shouldice was only one of several casualties in the Pembroke wreck. Riding in the cab of the locomotive when it went through an open switch approaching Pembroke station, and toppled over on the very verge of the Ottawa river, Basil Watson, a young Ottawa transfer man, was fatally injured. An inquest into his death was conducted at Pembroke.

Mr. Shouldice suffered a particularly dangerous injury to the frontal bone of his skull in the wreck, and for a long time lingered at the Cottage Hospital, Pembroke, on the verge of death. He was subsequently so improved, however, that he was removed to Ottawa.

Since that time; although never completely recovered, he had been making steady progress towards recovery, and had undergone several operations.. In view of the nature of his head injuries, however, his death was not unexpected.

Collapsed At Home.

He was visiting at the home of his parents. Mr. and Mrs. Charles Shouldice, when he collapsed shortly after eight o'clock. Dr. V. H. Craig was summoned, but Mr. Shouldice was beyond aid, and Dr. J. E. Craig was summoned.

John Allan Shouldice' was born in Ottawa on March 30, 1896, and had lived here during the greater part of his life. He was one of the best known employes of the C.P.R., and was holding the responsible post of firemen on the main line western train when fatally injured. He was a member of the Brotherhood of Locomotive Firemen, and was popular with all employes of the service.

He had resided for some time at 114 Rosemont avenue.

Mr. Shouldice is survived by his widow, formerly Miss Thelma Verna Lee, and by two sons, Allan, eight years-old, and Charles, six, and two daughters, Muriel, five, and Kay, four years old.

In addition to his parents there also survive six brothers. George, William, Fred and Arnold Shouldice, of Detroit Mich. Miss Jessie M. Shouldice, of Ottawa, is an aunt.

The funeral, which will be conducted by Rev. Norman Coll, pastor of Parkdale United Church, will be held at the Radmore Stewart Funeral Home, 1323 Wellington street at 2.30 pm. Tuesday. Interment will be in Pinecrest cemetery.

*11/12/1935 Ottawa Journal**Chalk River**Pakenham***THREE KILLED ON A CROSSING AT PAKENHAM**

Well-Known Residents Lose Lives on Way to Turkey Fair.

MOTOR CAR HIT BY FREIGHT ENGINE

PAKENHAM, Ont., Dec. 11. When the automobile in which they were travelling to Almonte was struck by a westbound C.P.R. freight-train, three well-known Pakenham residents were instantly killed at 1.45 o'clock this afternoon. Car and mangled bodies of the occupants were hurled more than 150 feet by the impact, and were dead when aid arrived.

The dead are:

Richard Burke aged 57.

Thomas Somerton age 43

Mrs. Thomas Somerton age 41.

Going to Turkey Fair

The three were going to Almonte to attend a turkey fair there, and the fatalities are attributed to the fact that view of the track is somewhat obscured by the Pakenham station.

By a strange coincidence Frank Magle, engineer of the freight train which crashed into the car hurtling it along the right-of-way a tumbled mass of wreckage, was also at the throttle of the engine which killed 11-year-old Rhoda Sennett at Arnprior yesterday.

The fast freight train which does not stop at Pakenham was halted within 200 feet and members of the train crew rushed to the shattered machine, to give its occupants assistance. They found that all three had been killed instantly.

Burke at Wheel

Bodies of Mr. Burke and the Somertons were removed to Pakenham town council chamber where a preliminary inquest was opened by Dr. A. A. Metcalfe, district coroner, and adjourned until next week. It was established that Mr. Burke was at the wheel of the automobile.

*11/12/1935 Ottawa Citizen**Chalk River**Pakenham***Three Dead In Crossing Crash Near Pakenham**

Mr. and Mrs. Thomas Somerton and Richard Burke Victims When Auto and Train Collide.

Tried To Apply Brakes, But Car Skidded Ahead

Slippery Surface Caused Car To Move Directly into Path of Train

Pakenham, Dec. 11 - Mr. and Mrs. Tom Somerton and Richard Burke of this village were instantly killed when an automobile driven by the latter drove in front of a freight train at 1.45 o'clock this afternoon.

The crash took place just outside of the C.P.R. station when the freight train was travelling west at a fair rate of speed. Apparently the driver of the car saw the train coming and applied his brakes but the car skidded directly into the path of the approaching train.

All three occupants of the auto were hurled from the machine and thrown a distance of some 50 yards from the point of impact while the machine itself was demolished.

Both the Somertons and Burke lived near the station and had just started to go to Almonte on business when the tragedy occurred.

Coroner Doctor Metcalfe, of Almonte, arrived shortly after and opened an inquest. Mr. and Mrs. Somerton, the former a farmer of this village, have been residents of Pakenham for many years.. They are survived by seven children.

Mr. Burke was also a farmer of this district and leaves a wife and five children.

The freight train that struck the car is not usually stopped at Pakenham and consequently was going at a fair rate of speed when the crash occurred.

Burke was driving the car with Mr. and Mrs. Somerton sitting in the rear seat of the sedan.

Large Crowd Gathers

The sound of the collision could be heard for a great distance and a large crowd soon gathered at the spot it took the combined efforts of a number of men to remove the wreckage of the car from the double tracks leading out from Pakenham.

The bodies of the victims were badly mangled and cut with glass. They were taken to the homes of their survivors since there is no undertaking parlour in Pakenham. The inquest, opened this afternoon, was adjourned to a later date.

Arnprior Child Meets Death At Train Crossing

Rhoda Sinnett, Aged 11, Suffers Tragic End on Her way Home From School. Inquest Tuesday

ARNPRIOR. Ont., Dec. 10 Rhoda Sinnett, 11, youngest of four daughters of Mr. and Mrs. Charles Sinnett, Daniel street, was instantly killed when struck by a through eastbound freight at the John street crossing of the C.P.R.. at 4.30 o'clock this afternoon.

A pupil in one of the junior third rooms of the Arnprior separate school, the girl was on her way home when the accident occurred.

Signals Were Heard.

Ezra E. Smith, who was 200 or more yards distant on the south side of the track, and Weldon Melanson, about the same distance on the north side, told identical stories of the fatality. They had seen the girl on the John street crossing apparently walking easterly and parallel of the tracks, sliding one foot along the rail. Neither actually saw her struck; each man heard the train whistle blowing vigorously and each heard the signal bell ringing. As the train crossed the crossing it shut off Melanson's view and other objects impeded the view of Mr. Smith. But apparently the girl was struck at just about the easterly side of the crossing, and, carried for about 50 feet before she rolled under the wheels.

The train which was in charge of Conductor A. C. Fraser, Engineer F. Nagle and Trainmen D. Featherston and J. Gange, all of Smiths Falls, was said to be slowing down for the Daniel street crossing and by various people the speed of the train was estimated at from 15 to 30 miles per hour. Conductor Fraser, who was in the van of the train at the time of the accident, declined to make any statement beyond to express regret over the tragedy and sympathy for the bereaved family.

Other members of the train crew also declined to comment or talk in reference to the fatality.

Father Away at Camp.

Father of the deceased girl is at present employed in a Gillies Bros.' Limited camp at Brent and at home are her grief-stricken mother and two sisters, Martha, a student in the Arnprior high school, and Iola, an employe of Kenwood Mills, Ltd.; another sister. Mrs. Bella Stone, resides in Toronto.

The body was taken to the undertaking parlor of P. L. Convey where Dr. A. Jamieson, coroner, and his jury, empanelled by Chief of Police J. S. Rodgers, viewed the remains. Members of the jury were: T. P. O'Toole, foreman; William Lewis, Mort Sullivan, Allan Clarke. G. H. Devine. William McGonigal. Andrew Armand, John R. Byrne and Charles Slaughter. The inquest was adjourned until Tuesday, Dec. 17.

Funeral arrangements have not been completed and the date is dependent on how soon the father can return from Brent, Ont., to his home here.

12/12/1935 *Chronicle-Telegraph Quebec Chalk River*

Pakenham

Three Killed In Auto-Train Crash

Pakenham Ont., Dec. 12 (C.P.)- Mr. and Mrs. Tom Somerton and Richard Burke of this village were killed instantly when an automobile driven by the latter crashed into a freight train near here. The crash occurred close to the Canadian Pacific railway station with the freight train traveling west. Apparently Burke saw the train because he applied the brakes but the car skidded directly into its path. The three people had started for Almonte Ont. on a business trip. The Somertons have lived here many years and had seven children. Burke leaves a wife and five children.

By a strange coincidence the engineer was Frank Nagel, whose train killed eleven year old Rhoda Sinnett Tuesday as she was returning home from school in Arnprior.

18/12/1935 *Ottawa Citizen*

Chalk River

Arnprior

Arnprior child's death accidental

Coroner's Jury exonerates train crew of blame at Alice Sinnett Inquest

Arnprior. DEC. 17. - a verdict of accidental death through being struck by a train, with an appended statement that the crew in charge of the train were exonerated from all blame was the verdict rendered by a coroner's jury today inquiring into the cause of death of Alice Rhoda Sinnett, 11, who was killed near the John Street crossing of the C.P.R. in Arnprior on Tuesday, Dec. 10.

Wm. Montgomery and Mrs. Rose Freivault and two children, Margaret Bim and Gertrude Schnobb testified that they had seen the deceased girl on one rail in front of the train and all had seen her step in between the rails just as the train hit her. Mr. Montgomery said he shouted to Little Miss Sinnett twice as the latter was sliding along the rail apparently unaware of the train coming. At the second shout the girl had turned her head and had apparently noticed for the first time the close proximity of the train and he believed she had to become confused and stepped between the rails and not to on(e) site where she would be clear of the track. The two children all said also said they shouted to the victim of the accident but apparently she had not heard them.

Whistles sounded.

Engineer of the Train F. Nagel stated that the headlight of the train had to be turned on as they left Renfrew; customary long and short whistles had been blown as the train entered Arnprior; the train bell had been ringing continuously while the train passed through Arnprior and for some time after the accident. The train had been slowed down for a C.P.R. and C.N.R crossing in the west end of the town and from there on the engine had not been working and the train had been drifting at about 15 miles per hour.

When passing the station the engineer said he saw the girl on the track and the whistle had been blown continuously to warn her, until she was struck. Witness had not seen her struck as she was on the opposite side of the train. He had applied emergency brakes when signalled to do so by the fireman and the train had been stopped in about 300 feet. Fireman Reg Manion and trainmen J. Gange who were on the engine had seen the girl on the track and has not seen her step into clear; and surmising that she was about to be struck, both signalled to the engineer to stop the train. Both corroborated the evidence of the engineer concerning headlight, whistle, bell and speed of the train.

Weldon Melanson and Miss Iva Stevenson both of Arnprior and Mrs. John Chatterton of Sand Point said they saw the girl on the track but had not seen her struck. All had had their attention attracted by the unusual blowing of the whistle as had Ezra Smiths at his home about two blocks distant. He believed the train was travelling at an ordinary speed, not fast enough to attract attention. Some had heard the train bell and some had heard the crossing signal. Other witnesses included Chief of Police John S. Rodgers, Dr. J. H. Books and Mrs. Charles Sinnett, mother of the deceased girl.

Dr. A. Jamieson of Arnprior, coroner, presided and Crown Attorney H.B. Johnson, K.C., Pembroke interrogated the witnesses. Members of the jury were T.P. O'Toole, foreman; Andrew Armand, J.R. Byrne, Allan Clarke, G.H. Devine. Wm. Lewis, Wm. McGonigal, Charles Slaughter and Mort Sullivan.

Arnprior Child's Death Accidental

Coroner's Jury Exonerates Train Crew of Blame at Alice Sinnelt Inquest.

ARNPRIOR, Dec 17. - A verdict of accidental death through being struck by a train, with an appended statement that the crew in charge of the train were exonerated from all blame was the verdict rendered by a coroner's jury today enquiring into the cause of death of Alice Rhoda Sinnett, 11, who was killed near the John street crossing of the CPR. in Arnprior on Tuesday, Dec 10.

Wm. Montgomery and Mrs. Rose Freivault and two children, Margaret Bimm and Gertrude Schnobb testified they had seen the deceased girl on one rail in front of the train and all had seen her step in between the rails just as the train hit her. Mr Montgomery said he shouted to little Miss Sinnett twice as the latter was sliding along the rail apparently unaware of the train coming. At the second shout the girl had turned her head, had apparently noticed for the first time the close proximity of the train and he believed she had become confused and stepped between the rails and not to one side where she would be clear of the track. The two children also said they shouted to the victim of the accident but apparently she had not heard them.

Whistles Sounded

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When passing the station the engineer said he saw the girl on the track and the whistle had been blown continuously to warn her, until she was struck. Witness had not seen her struck as she was on the opposite side of the train. He had applied emergency brakes when signalled to do so by the fireman and the train had been stopped in about 300 feet. Fireman Reg. Manion and Trainman J. Gange who were in the engine had seen the girl on the track and had not seen her step into clear; and surmising that she was about to be struck, both signalled to the engineer to stop the train. Both corroborated the evidence of the engineer concerning headlight, whistle, bell and speed of the train.

Weldon Melanson and Miss Iva Stevenson both of Arnprior and Mrs. John Chatterton of Sand Point said they saw the girl on the track but had not seen her struck. All had had their attention attracted by the unusual blowing of the whistle as had Ezra Smith at his home about two blocks distant. He believed the train was travelling at an ordinary speed, not fast enough to attract attention. Some had heard the train bell and some had heard the crossing signal. Other witnesses included Chief of Police John S. Rodgers. Dr. J. H. Box and Mrs. Charles Sinnett, mother of the deceased girl.

Dr. A. Jamieson of Arnprior, coroner, presided and .Crown Attorney H B. Johnson. K.C., Pembroke, interrogated the witnesses. Members of the jury were T. P. O'Toole, foreman; Andrew Armand. J. R. Bvrne, Allan Clarke, G. H. Devine. Wm. Lewis, Wm. McGonigal. Charles Slaughter and Mort Sullivan.

04/03/1936 Ottawa Journal

Chalk River

Meath

Car Hit by Train Ottawa Man Hurt

Howard, Price Suffers Injuries in Level Crossing Crash.

When the automobile in which he was proceeding towards Ottawa was struck by the eastbound Pembroke-Ottawa C.P.R. local at Shields level crossing four miles east of Meath station at 2.15 p.m. yesterday, Howard Price, 43 Adeline street, Ottawa, suffered painful injuries to both legs. In addition, Mr. Price received a bad shaking up, and was suffering from shock last evening. He was placed aboard the train and brought to his home here, where he is being attended by Dr L G. Smith.

Mr. Price reported his view had been obstructed by high snow banks as he approached the level crossing and it was not until his machine was almost on the tracks that he noticed the train. He applied his breaks, but the car skidded on the icy ruts of the highway and he was unable to stop in time.

The locomotive struck the front of the car a glancing blow, hurling it some distance into a snow bank where the car caught fire. It was almost destroyed. Mr. Price is employed by the Best Yeast Company, of this city.

21/03/1936 Ottawa Citizen

Chalk River

Pembroke

Verdict Returned In Pembroke Death

PEMBROKE, March 20 Death from injuries sustained in jumping from a freight train as it passed through the Pembroke C.P.R. yards last Sunday afternoon, was the verdict of a coroner's jury investigating the death of Adea Laplante, which occurred Monday morning in a local hospital, where he was taken after he was found by the side of the tracks by the crew of a passenger train.

Paul Laroche, the principal witness, stated that he and Laplante had come from Sudbury on a freight train, with Pembroke as their destination. He jumped from the train a short distance west of the station, but when he saw Laplante, who was on another car, prepared to jump at the station, he signalled to him to remain on the train, as he thought it was going too fast for him to jump safely. That was the last he saw of his companion.

Dr. J. H. Joyner, who was called to the place where the man was found at the east end of the railway yards, described the injuries and stated that death was due to a fractured skull and shock. Although both legs were so badly injured that they had to be amputated above the knees, he did not think loss of blood caused his death.

Richard F. Cole, 49 Bayswater avenue, Ottawa, engineer on an eastbound passenger train which leaves Pembroke about 6 p m., said he noticed an object by the side of the track and when about 50 feet from it saw that it was a man. He stopped the train and went back No part of the man's body was on the track, he stated.

Similar evidence was given by the fireman, John Noack, 12 Melrose avenue, Ottawa, and the conductor, James N. Stanley, 174 Primrose avenue, Ottawa.

Dr. W. L. Higginson, coroner, pre-sided, and the witnesses were examined by H. B. Johnson, K.C., Crown attorney.

28/04/1936 Ottawa Journal

Chalk River

Chalk River

Braeside Youth Loses Leg Under Freight Car

PEMBROKE, Ont, April 28. Jumping off a moving freight train in the C.P.R. yards at Chalk River, early this morning. Harold Motley, 18, son of Frederick Mosley, of Braeside, Ont, had his left leg severed below the knee at he fell beneath the wheels.

Dr. W. W. D. Williams, Pembroke, was summoned by the station agent and took the youth to Cottage Hospital here, where he was reported to be in good condition.

Mosley was reported to have been riding on the train with several other youths. They decided to get off at Chalk River and Mosley, the last one to jump, lost his footing in some manner.

11/06/1936 Ottawa Journal

Chalk River

Chalk River

TRANSIENT IS INJURED.

CHALK RIVER, June 10. When he fell from the engine tender of passenger train No. 7, Fred McIntyre, 20, of Callander, was severely injured. Dr. W. W. D. Williams, of Pembroke, was summoned and stated that the victim's left hip had been lacerated and that he sustained severe injuries to his head and arms. Dr. Williams rushed McIntyre to Pembroke Cottage Hospital. McIntyre, who was a transient, had boarded the engine tender at Pembroke with a chum.

Engine crew has remarkable escape from instant death

When locomotive plunged from trestle to deep gully. Engineer Hawley tells the story.

The graphic story of an engine crew's remarkable escape from sure death is related by Mr. George W. Hawley, veteran C.P.R. employe as follows:

"It was about forty years ago. We were shunting a freight engine in McLachlin's lumber yards at Arnprior, and the engine left the track just as we came onto a trestle over a deep gully.

"She ran out onto the edge of the trestle on one side and the force of the heavy wheels grinding over the timbers broke them off, with the result that the locomotive plunged to the depths below, turning a complete somersault as she did so. Fireman Harry Cavanagh, being on the opposite side, jumped first and ran back: then, just as that old engine was about to plunge into the gully, I followed Cavanagh and ran out on the unbroken edge of the trestle, narrowly escaping falling over the edge in my haste.

"Had either of us lingered a second longer we would have gone over with our charge and been smashed to pulp. I recall that it took a wrecking crew a full week to get the locomotive - No. 283 - out of the gully and back in service again. She had landed on her back with the end of the tender lying in the cab. A year later the same engine figured in a wreck just east of Stittsville when Mail Clerk Peden was killed and several others injured."

NB. The accident at Stittsville in which Mail Clerk Robert Peden was killed occurred on 14 October 1897.

16/03/1937 *Ottawa Citizen**Chalk River**Renfrew*

Gordon Nash Dies After Car Strikes Train At Crossing

RENFREW, March 15. Resulting from injuries sustained when his automobile ran head-on into the engine of the eastbound C.P.R. local this afternoon at Henderson's Crossing, five miles west of Renfrew, Gordon Nash of Ottawa, a commercial traveller for the Creamery Packing Company, Toronto, died in Victoria Hospital, Renfrew, about 6.30 tonight.

Clear View of Crossing.

Travelling west on highway 17. Nash apparently did not see the eastbound train, although according to police measurements he had a clear view of the crossing for a distance of 50 yards at that point. His car rammed the side of the train engine and the car motor was lifted out of the frame and thrown 30 yards. Other parts of the vehicle were sent flying over 60 yards.

Dr. K. MacKinnon of Renfrew, who happened to be the first motorist to arrive on the scene, picked the victim up about twelve feet from the rails and brought him to the hospital here. An operation was performed in an attempt, to save his life but he died shortly after the operation. The accident is being investigated by Provincial Constable E. V. McNeill of Pembroke.

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The train involved in the accident which arrived in Ottawa 15 minutes late, was in charge of Conductor I. Snider of Prescott, and Engineer Arthur Laurendeau, 9 Eccles street, Ottawa. According to members of the train crew, the motor car ran into the side of the locomotive, at the first crossing west of Renfrew on the Ottawa-Pembroke highway.

16/03/1937 *Ottawa Journal**Chalk River**Renfrew*

Adjourns Inquest Into Fatal Crash

Renfrew Coroner Resumes Nash Inquiry Saturday.

RENFREW, Ont., March 16. (Special) A preliminary inquest into the death of Gordon Nash on Monday, following a collision between his automobile and an east-bound passenger train, four miles west of Renfrew, was conducted here by Dr. J. J. McCann, coroner. A jury consisting of W. Stewart foreman; R. F. Fraser. C. O. Thacker. W. Logan. J. Dolan. R. D. Scott, and J. Donohue met and adjourned the inquest until Saturday afternoon at three o'clock.

13/04/1937 *Ottawa Citizen**Chalk River**Smiths Falls*

Search For Person Who Thrice Tried To Derail Trains

SMITHS FALLS, April 12. Belief that a mentally deranged person was responsible for the three attempts to derail trains in this district during the past three weeks spread through Smiths Falls tonight and both railway and Smiths Falls police were conducting a thorough search of the section north of Smiths Falls, determined to prevent a fourth effort to wreck a train.

C.P.R. police streamed into Smiths Falls today following the disclosure of an attempt to wreck a Canadian Pacific train late on Saturday night when ties were placed across the eastbound track about a mile from Smiths Falls and northwest of the town.

It was learned that three piles of ties, each containing three or four timbers, had been laid across the right-of-way sometime on Saturday evening.

A westbound train crew noticed the obstruction and word was forwarded ahead so that the first eastbound train, though it struck the barricade, was proceeding cautiously and was not derailed.

All in Same District.

All three attempts, it is pointed out, occurred in the same district to the north of Smiths Falls. On the first occasion, some three weeks ago, two ties were propped across the C.N.R. rails just north of the town in an obvious attempt to derail the C.N.R. mixed train. Belleville-bound. The train crashed into the obstruction and the ties were brushed aside. The second attempt again on the C.N.R. tracks, was made last Tuesday when small boulders were piled on the right-of-way. A sectionman, however, noticed the obstruction and the stones were removed before the train arrived. On this occasion, C.N.R. and local police found a child's woollen mitten and the footprints of children or small boys in the vicinity and it was believed that the youngsters were responsible for the occurrence.

But belief changed today, following news of the near wreck on Saturday night, no children or small boys, police believe, could have carried the heavy ties from the pile and arranged them on the track and general belief is that some mentally deficient person is behind three attempts to wreck the trains.

Railwayman in this important divisional point, fear that another attempt will be made to derail a train, whether C.P.R. or C.N.R., and police intend keeping a close watch, particularly in the north end district where all three attempts have occurred, There is talk that Royal Canadian Mounted Police will be called in on the case in the near future.

In the meantime rumors last night linked three recent fires with the possible operations of the man or men responsible for the near accidents on the railways. It is pointed out that within the past three weeks, two private garages caught fire from unknown causes and in each case automobiles were destroyed. The third fire occurred in the Collegiate Institute but was noticed in time and damage was confined to \$200. All three fires broke out in the extreme north end of the town and all three locations are within an area of five blocks.

Three at Almonte Die on Crossing

Carleton Place Residents on Visit to Fellow Townsmen in Hospital Die When Train Hits Car

ALMONTE, June 20 Three Carleton Place people on their way to visit a fellow townsman at the hospital here were killed almost instantly, and a fourth was seriously injured, when their automobile was struck by the Canadian Pacific Pembroke local train, bound for Ottawa, on the level crossing at Bridge street in Almonte, at 3.45 p m. Standard Time, Saturday.

Victims of the level crossing accident, worst at this spot within the memory of officials here, are

The Dead

Oswald Bigras, 19. Carleton Place, driver of the automobile, who was killed instantly.

Mrs. Willa Bigras, 49. his mother, who died half an hour later at the hospital.

William Lavature, 39, also of Carleton Place, who succumbed to injuries an hour afterwards at the hospital.

Injured.

William Bigras, 50, the bereaved husband and father, who had his right arm broken, and suffered broken ribs and shock, but who is expected to recover.

Pushed Along Track.

Pushed more than 25 feet in front of the locomotive of the east-bound train, the automobile in which the four were travelling was turned over twice and demolished Oswald Bigras and Lavature were in the front seat, and Bigras' mother and father in the back seat of the sedan. Lavature was able to climb from the wreckage when the train drew to a stop, but collapsed, and was near death by the time he was taken to hospital.

The four had intended to visit Lavature's brother. Arthur Lavature, who lost several fingers in an accident at a Carleton Place mill a few days ago.

Witnesses declared the driver entered the railway right-of-way in spite of a "wig-wag" and bell warning at the crossing, and drove directly in the path of the Pembroke train as it was approaching the Almonte station stop.

Saw Freight Train First

The crossing, it was stated, is not quite open, but is protected by signals. At the time of the mishap a freight train was standing at the station to the east of the crossing. Daniel Barr, of Ramsay township, who was standing on a street corner close by, said he saw the driver look towards the freight train, as he slowed for the level crossing, and apparently thinking the crossing signals were ringing for this train, continued on his way, unaware the Pembroke train was bearing down on him from the west.

Doctors R.C. MacDowall and J.F. Dunn were called to the scene. They found the driver beyond aid, and the condition of Mrs. Bigras and Mr.

Lavature was critical. The two seriously hurt were taken to the Rosamond Memorial hospital, where both died shortly afterwards.

The bodies were taken to George L. Comba's funeral parlors, and later last night were taken to Carleton Place for interment.

Inquest on June 28.

Dr. A.A. Metcalfe, coroner, opened an inquest at the town hall last night, and the hearing was adjourned until June 28, when it is hoped Mr. Bigras will be able to give evidence.

At the preliminary inquest the jury saw the body of the car driver and the wreckage of the automobile. They also heard the evidence of the eye-witness, Daniel Barr.

Members of the coroner's jury were. Dr. G.B. Halladay, foreman. Jack Aspinall, James Cochrane, John Timmins, James Richards, G.W. Dunlop. E. Farnham, E.J. Lee, George Needham, Robert Houston, Adam Johnson and Donald McLean.

21/06/1937

*Ottawa Citizen**Chalk River**Almonte*

Three Carleton Place Residents Killed, Train Hits Auto at Almonte.

Three fatalities and one serious injury at bridge Street.

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06/07/1937

*Ottawa Citizen**Chalk River**Almonte*

Train Strikes Auto At Almonte Crossing

PERTH, Ont July 5. C.P.R. passenger train No. 36. due here at 4.10, struck and demolished the automobile of R.A. Jamieson of Almonte at the Drummond street crossing this afternoon.

Mr. Jamieson was driving west on Drummond street, and when approaching the track the warning bell commenced to ring. When he reached the double tracking his car stalled. He jumped out and made an effort to push the car clear of the rails but was unsuccessful and the heavy passenger train plowed into the vehicle and carried it 300 yards down the track before coming to a stop. The car was a complete wreck.

01/09/1937

*Ottawa Citizen**Chalk River**Pembroke*

Four Persons Hurt In Crossing Crash East of Pembroke

PEMBROKE, Ont Aug. 31 Four members of a Pittsburgh party are in the General Hospital here with injuries received this afternoon when their car crashed into the C.P.R. Pembroke-Ottawa passenger train at a level crossing on highway 17 five miles east of Pembroke.

The injured are Charles Puhl, 43; his mother, Mrs. Mary E. Puhl 64; Mrs. Annie Brown, 55, and her daughter. Miss Elizabeth Brown, 30.

The most seriously injured is Mrs. Brown, who has a fractured back, while her left arm is broken above the elbow. She will be in the hospital for three months. Dr. W. W. D. Williams, who is attending her, stated.

Mr. Puhl received a gash on his knee, while his mother also received bruises about the left knee and shock. Miss Brown has a badly lacerated forehead which required several stitches. Miss Brown was attended by Dr. F. J. Dodd, while Dr. Williams attended the other three.

Did Not See Train

The party was travelling west and Mr. Puhl stated that he did not see the train coming from the west until he was only a few feet from it. The highway crosses the railway at an angle and there is a crossing sign 300 feet back, but the small government road station about 100 feet north of the crossing might obstruct the view of a person unfamiliar with the road. Mr. Puhl said he was driving about 25 miles an hour and when he saw the train he applied his brakes. The car skidded and struck the engine, after which it turned in a circle and came to rest upright on the shoulder of the road. Miss Brown was thrown from the car, but the other occupants remained in the machine.

A passing motorist brought the injured people to the hospital but disappeared immediately afterwards without giving his name.

The train. No. 558, was in charge of Conductor A. Hydman and Engineer M. Hussey, both of Ottawa.

The accident was investigated by Traffic Officer L. MacGillivray of Renfrew.

Mail Man Killed at Carleton Place by Imperial Limited.

Fred Stanzel, mail courier, between the post office and the C.P.R. depot, was killed at 2.35 o'clock this morning when he was struck by the Imperial Limited proceeding west as he was preparing to put the night mail on this train. The body was terribly mangled and death must have been instantaneous.

So far as is known there were no eye-witnesses but it is surmised that Stanzel, who usually meets this train on track two, had to change his plans as the train was brought in on track one, owing to the train from Winnipeg being too late to make the crossing here. He was shoving his mail truck across the track and the truck had just cleared the rails when the engine caught him and carried his body some 30 yards before the heavy train could be brought to a stop.

Dr. A. Downing, the coroner, was at once called as were also Chief of Police Irvine and W.H. Hooper, postmaster, together with Stanton Stanzel, the victim's assistant. They at once took charge of the body and it was removed to the Matthews and Fleming funeral home. In the meantime Dr. Downing ordered an inquest which will be heard at 1.30 this afternoon.

The train was in charge of C. Neil, conductor and J. Dolman, engineer, both of Ottawa.

Mr. Stanzel is a son of the late Mr. and Mrs. William Stanzel and was born at Stittsville 55 years ago. For many years he conducted a cartage business here but for upwards of 20 years he has been the mail courier, meeting all trains in the discharge of his duties. He is survived by his widow, Libby Menerva Robinson Stanzel, together with three children, Oswald, Gwendolin and John. He also leaves two brothers, Steven Stanzel of Carleton Place and Alfred Stanzel of Lanark, and one sister, Mrs. John Johnston of Carleton Place.

The funeral will be held on Sunday afternoon at 1.30 o'clock to St. James church and cemetery.

12/10/1937 *Ottawa Citizen**Chalk River**Carleton Place*

Man's death declared accidental

The adjourned inquest into the death of Frederick Stanzel, mail man who met his death at the C.P.R. station here early last Friday morning was held here tonight and after hearing evidence of the railway officials. rendered the following verdict.

"We, your coroner's jury, appointed to inquire into the death of Frederick Stanzel, find that he came to his death at 2.35 a.m. Oct. 8, 1937 by being struck by the locomotive of Train No. 1 when moving hand truck across tracks to platform. We find his death accidental, no blame attached to anyone.

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Dr. A. Downing, coroner, presided, and evidence was given by T.C. Shields, night C.P.R. operator, C.Neil, conductor; J. Dolman, engineer; Charles Clifton, fireman, all from Ottawa, and Chief of Police C.R. Irvine.

No one saw the fatal accident and the evidence led the jury to believe Stanzel was about to cross the track with the railway mail truck when the (train) struck him, resulting in his instant death.

W.W. Pollock, Crown attorney examined the witnesses. The C.P.R. solicitor was C.A. Scott of Ottawa.

25/11/1937 *Arnprior Chronicle**Chalk River**Arnprior*

The C.P.R. contract for water supply was renewed for another five years

18/04/1938 *Ottawa Citizen**Chalk River**Renfrew*

Train Wrecks Car.

One Man Injured

RENFREW. April 17. When an eastbound C.P.R.freight train and an automobile collided at the Argyle street crossing here late this afternoon, Mack Kelly, well known Renfrew blacksmith, sustained severe lacerations about his face and head, while his companion in the car, John Culhane of Admaston escaped uninjured. The automobile was practically demolished.

It was learned by Chief Constable Greer, who is investigating. that Kelly had crossed the tracks on Robert's Lane just ahead of the train and then continuing, he turned right on Argyle street crossing when the train rammed the side of his car and threw it 30 feet down the track, Continuing, the engine lifted the car along for another 66 feet before it finally landed nearly over the rails of the siding on the main line tracks.

Kelly was rushed to hospital where he will remain for further observation by Dr. E.Y. Handford the attending physician.

02/07/1938 *Ottawa Citizen**Chalk River**Carleton Place*

Mysterious feat was performed by horse.

Of all the strange stunts we ever heard of a horse performing, this one, told of in a despatch from Carleton Place back in the winter of 1893, surely takes the cake.

"On the arrival of the Brockville mixed train at the Junction last evening, great was the surprise expressed by the train hands and others to observe a horse riding crosswise on the drawbars between a freight car and a baggage coach. The animal was balanced with head and forelegs on one side and hind legs on the other, and must have been carried for some distance in that position.

"Appliances were obtained, the animal was raised up while the cars were uncoupled, and then lowered to the ground.

"How the horse got into the strange predicament is almost miraculous. The small door through which he must have slid hind feet first, was only 18 inches wide by 24 inches high, and yet he did it. How his legs were not broken is a mystery. The halter shank was still fast inside the car, and although long enough to allow the equine to perform this strange feat, doubtless prevented him from plunging forward towards total destruction.

The animal was a full 75 hands high and weighted about 1,300 pounds."

07/09/1938 *Ottawa Citizen**Chalk River**Cobden*

Motorist is killed in Crossing Smash. Companion Escapes.

Pembroke Sept 6. - One man was killed and a second escaped a like fate by a narrow margin, when the car in which the two were riding was struck by a fast eastbound C.P.R. freight train at Logan's Crossing, about three miles east of Cobden at 9.30 this evening. The car was almost completely demolished.

Walter papin, 24, farmer of Alice township, driver of the car, was killed instantly.

Elner Maves, 24, Pembroke, passenger, was thrown 60 feet by the force of the impact but escaped serious injury. He suffered minor bruises and abrasions.

According to Mr.Maves, he and Mr. Pappin were returning to Pembroke with a used car that the latter had bought in Ottawa during the exhibition and for which the two men had gone to Ottawa today.

Tells of crash

As they were nearing the crossing, which intersects the highway diagonally, Mr. Pappin pointed to one headlight coming towards them and remarked that it was very bright for an automobile headlight and blinked his lights as a signal.

"I said that we were near the railway crossing and that he had better slow down," Mr. maves told police. "He slowed the car and we were just coasting whe we got on the tracks. I shouted that it was a train coming and started to get out of the car, Just as I got one foot on the running borad, the rear of the car was struck by the train and I was hurled through the air. I was not knocked out by the impact of landing and hurried back to the crossing, but the car was a tangled mass of wreckage and Walter (Pappin) was dead."

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Pembroke Man's Death Found Accidental

COBDEN, -Sept. 15 After hearing evidence of the train crew and E. B. Maves, of Pembroke, at the inquest in Memorial Hall here today to inquire into the death of Walter Pape, killed in a level crossing accident three miles east of Cobden. Sept 7, the jury returned a verdict of accidental death with no blame attached to anyone.

The jury was W. E. Ross, foreman; L. Tuffy, D. Peever. C. Crosier, Thomas Armstrong, K. Stark and Dave Johnston.

Pape and Maves were returning from Ottawa when their car. was struck by a C.P.R. train and Pape was instantly killed. Maves escaped with a shaking up, being thrown clear of the car.

30/12/1938 *Ottawa Citizen**Chalk River**Arnprior*

Moran's Condition Fair

The condition of John Moran of 150 Queen street west, who was found badly frozen clinging to one of the cars of the Canadian Pacific crack train, the Dominion when it reached Arnprior shortly before midnight Wednesday, continues fair, according to his physician, Dr. S. L. E. Danby. Dr. Danby said there was still danger that Moran's [sic] hands might have to be amputated. Moran is a patient at the Civic Hospital.

12/10/1939 *Ottawa Citizen**Chalk River**Snedden*

Transients Fall From Train, One Dead, Other Held

SMITHS FALLS, Oct. 11. Held pending investigation into the death of Donald John Gillis, 36, who died in Almonte today as a result of injuries sustained in a fall from a C.P.R. freight car, Francis McGillivray, 28, of Cape Breton, transient, was remanded to Perth jail until next Tuesday when he was arraigned before Magistrate D. C. Smith late this afternoon on a trespassing charge, McGillivray was arrested by C.P.R. Constable Ernest Parker here early this morning.

It is alleged McGillivray and Gillis met in Arnprior yesterday and consumed several bottles of wine before starting for Smiths Falls at dark on a freight train.

McGillivray is reported to have told police they argued over sharing of the wine as the train neared Almonte and that both fell from the top of the box car.

McGillivray was unhurt but his companion suffered fatal head injuries and a fractured hip. He was removed to hospital in Almonte.

INQUEST ADJOURNED.

ALMONTE, Oct. 11. A transient, believed to be George Gillis of Nova Scotia, died this afternoon in hospital here from injuries incurred in a fall from a freight train yesterday evening at Snedden, four miles from town.

A companion who was with him and who summoned aid, despite a warning by Chief Ed McLaughlin to remain in town, disappeared and was arrested in Smiths Falls today.

The body is being held here and the man's finger prints have been taken in the hope of positive identification. His age is thought to be between 38 and 40 years.

A preliminary inquest opened this evening under Coroner Dr. A. A. Metcalfe and was adjourned until Monday, October 23, in the town hall at 7.30 p.m.

24/02/1940 *Ottawa Journal**Chalk River**Cobden*

Jump From Train Costs Left Leg

COBDEN, Ont, Feb. 24. Jumping from a moving train here last night shortly after one o'clock Aloysius Ryan, 25, of Cobden, had his left leg so badly mangled that amputation at the knee was necessary in Pembroke General Hospital where the injured man was removed. His condition is reported critical. He was also injured about the head. Drs. J. E. Ritchie and D. A. MacKeracher were in attendance at Cobden, and Dr. I. D. Cotnam, Pembroke, operated. The young man, in company with two other local youths, was returning from Pembroke on the early morning train, allegedly riding the tender. The train, did not stop and the young men jumped. The others escaped injury.'

01/11/1940 *Ottawa Journal**Chalk River**Smiths Falls*

Smiths Falls Child Injured by Train

SMITHS FALLS, Ont. Oct 31 (Special) Running into the side of a Canadian Pacific express train while at play near his home here this afternoon. Grant Crate, four-year-old son of Gunner and Mrs. George Crate, Main street east, received a possible fractured collarbone, a severe shaking up and lacerations, with possible internal injuries. .

He is a patient in Chambers Memorial Hospital under the care of Dr. Arthur Murphy tonight.

Reports on the accident show that the little boy was playing with some companions on the tracks of the railway and ran into the side of the engine of the Brockville-Carleton Place train at about 4.30 o'clock, as it was proceeding on its regular run towards Carleton Place.

15/06/1942 *Ottawa Citizen**Chalk River*

Three Pembroke persons were killed instantly, one died nine hours late in hospital and a fifth was critically injured when an automobile in which the five were riding was struck by a train on a private crossing over the C.P.R. main line shortly after seven o'clock Saturday night.

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The evening Ottawa/Chalk River local, due here 7.02. was running a few minutes late and the front wheels of the automobile, which is said to have been driven by Andrew Johnston, were just on the track when it was struck.

The machine was hurled 60 feet and came to rest on the south side of the right-of-way.

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28/12/1942 *Ottawa Journal**Chalk River**Almonte*

Full account of Almonte wreck.

28/12/1942 *Ottawa Citizen**Chalk River**Almonte*

Death toll in Almonte wreck

<http://news.google.ca/newspapers?id=eBAvAAAAIBAJ&sjid=-tsFAAAAIBAJ&pg=4226,4761602&dq=railway++railroad++train++cpr&hl=en>

<http://news.google.ca/newspapers?id=eBAvAAAAIBAJ&sjid=-tsFAAAAIBAJ&pg=4144,4866288&dq=railway++railroad++train++cpr&hl=en>

Materials reach Almonte for new railway signals.

Almonte May 27. Work in the new station protection railway signal system for Almonte, which was recommended during the inquest following the disastrous wreck there on December 27 last, will get under way soon.

Materials for the construction of the system, which is very complicated and will probably take several months to install, have arrived here.

The signal is a hooded light which warns an approaching train if another one is standing at the next block. In this case the signal light will be installed around the sharp curve west of Almonte and will give an approaching train plenty of time to stop if another one is standing at the station. It was brought out at the inquest into the wreck that if a station protection signal such as will now be installed had been in commission beyond the western curve, the chances of an accident would have been practically non-existent. It is said that five miles of electric wire will be needed to make the installation.

A signal light similar to the one being placed in service at Almonte is already in operation outside Carleton Place.

13/06/1944 *Ottawa Citizen**Chalk River**Blakeney*

District farmer Killed by Train.

James F. Timmins, 73, well known Pakenham township farmer, was instantly killed here this afternoon, when struck by an eastbound C.P.R. freight train. Apparently the farmer was walking on the track, which faces his farm, when killed.

The accident occurred about five miles from Almonte near the village of Blakeney.

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10/05/1946 *Ottawa Citizen**Chalk River**Renfrew*

With a picture

Renfrew - Lucky escape says Engineer

Ottawa Crew Crawls Unhurt from Cab after 97-ton Flyer Turns Over at Renfrew.

"We were lucky to escape with our lives" said Wilson Creighton of 125 Bayswater avenue, Ottawa, engineer of the CPR's crack transcontinental train whose locomotive, tender and refrigerator car turned over in a derailment near a downtown crossing here about 1.30 this morning.

Although the engineer and fireman, J.A. Roger of 22 Barrington avenue, Ottawa, were severely shaken, they were uninjured as were the several hundred passengers aboard the westbound train which had left the station less than a minute before the accident.

No explanation

Railway officials declined to offer any explanation for the derailment but it is generally believed to have been caused by an open switch. An investigation is being made by the Canadian Pacific Railway.

Looking tired and shaken as he stood watching the wrecking crews trying to raise the locomotive from its resting place in the soft shoulder of earth beside the tracks, Engineer Creighton told his story to the Evening Citizen, more than seven hours after he had narrowly escaped death in the toppling locomotive.

He described how he had driven the train into the Lochiel street station, stopped for a few minutes to permit passengers to alight and get on, and then, after receiving the customary signal, had started the engine and begun to head out of Renfrew,

Tossed around in cab.

"We couldn't have been travelling more than eight to ten miles an hour when the engine hit the switch and began to topple. There was nothing myself or the fireman could do to help ourselves, We were really tossed around in the cab."

Mr. Creighton and Mr. Roger crawled from the left window of the cab. Fortunately no steam pipes broke when the engine flopped ponderously over, otherwise the two-man crew might have suffered the same fate which has killed so many other railroaders.

As the engine fell, it slashed a telephone pole from its position beside the tracks and part of the wood lodged in the stack of the engine.

The switch which was believed to have been left open, was manually operated and led from the main line into the siding of the Ottawa Valley Grain Products Company. If the transcontinental train had succeeded in entering the siding it would have smashed into the end of a line of boxcars which were standing on the track beside the company building.

Switch unlocked.

The accident was investigated by constables of the Renfrew police force and in a report signed by F. James Burke it is stated that "the switch was thrown open in some way and was also unlocked when he examined it."

On Page 12. with Picture. This morning's wreck at Renfrew of the CPR's Transcontinental train, in which the locomotive, tender and a baggage car were derailed, brought to an end a record of 34 accident-free years behind a throttle for Engineer Wilson Creighton, 125 Bayswater avenue.

Mr. Creighton was still standing beside his overturned engine at eight o'clock this morning about seven hours after the accident occurred. He said he became an engineer in 1912 and until the present had never been in an accident "worth mentioning."

10/05/1946 *Ottawa Journal**Chalk River**Renfrew*

Engine, Baggage Car Overturn In Derailment at Renfrew

RENFREW, May 10. (Special) - Passengers and train crew of the CPR Transcontinental train westbound for Vancouver escaped injury at 1.20 o'clock this morning in a freak accident which derailed the locomotive, tender, and two baggage cars at the Lochiel street crossing.

The engine and tender and the first baggage car were thrown on their sides in the derailment and traffic along the main line was blocked for five hours while work crews toiled through the early morning hours to clear the tracks.

Cause Not Yet Known.

Continuing their investigations into the cause of the derailment, officials of the CPR stated they could give no reason for the accident.

It was suggested that a switch less than 100 feet out of the station had been left open, but there was no confirmation of this report.

The two fast eastbound CPR trains from the west, No. 2 and No. 8, were delayed at Renfrew for five hours. No. 2 train which came in at 2.30 a.m. did not get away until about 7.30 a.m., and No. 8 train about an hour and a half later.

The accident occurred 10 days after another accident when a CPR passenger train collided, with a work train at the Bonnechere Street crossing.

It was the first section of the No. 7 westbound train that became derailed, and despite the seriousness of the accident none of the train crew suffered injury.

The train had made a brief stop at the Lochiel street station to discharge and take on a few passengers. It had barely got 100 yards from the station, as it was pulling out when the accident occurred where, the highway and railway cross.

Engine Fell on Side.

The locomotive fell on its side pulling with it the tender and the first baggage car. The front trucks of the second baggage car were derailed but the car remained upright.

The train crew and baggage men leaped clear or secured handholds as the crash occurred. The remainder of the cars, all of which contained passengers, were shunted to a siding and were attached to another train within an hour.

Normal Train Schedules Are Resumed

RENFREW, May 11. (Special) With repairs to the twisted tracks and ties completed less than 12 hours of the derailment of the Trans-Canada train which plowed into the ditch in the yard at the Lochiel street crossing shortly after 1 o'clock Friday morning, regular train schedules were resumed shortly before noon hour yesterday.

However, the 250-ton engine which went off the track and turned over on its side, was still embedded in the bank at an early hour this morning.

Further efforts to right the huge piece of mechanism will continue this morning.

Many View Scene.

Yesterday from early morning on citizens of Renfrew and residents from the surrounding district viewed the engine as it lay on its side with its pilot deeply embedded in a bank of clay. It was the latter, trainmen said, that likely saved the crew and passengers on board from injury or death. By six p.m., the tender, also in the ditch was raised and placed on its trucks by two auxiliary cranes rushed to the scene from Smiths Falls and Chalk River Friday morning. Repairing of the roadbed by the replacing of smashed ties and twisted rails continued, throughout the day and while tunnelling under the engine has been completed and cables laid through them it was not expected the wrecking crews would have the engine back on the track before this morning.

The switch used for shunting freight cars into the siding into the yards of Renfrew Machinery Company, and Ottawa Valley Grain Products, which apparently was responsible for the wreck, was reported to have been last used at 9 a.m. Thursday. Ten or twelve trains had passed over it later in the day and it was not until the passing of the second section of number seven, the Trans-Canada, that it was discovered to be out of order.

11/05/1946 *Ottawa Journal**Chalk River**Renfrew*

Unknown Person Blamed for Open Renfrew Switch

RENFREW May 11. - CPR officials announced this morning that the derailment of their west bound Transcontinental train near the station here early yesterday morning was caused by an open switch which had been tampered with by some unknown person.

Officials said they had established the cause of the accident to be a tampered switch after intensive investigation which exonerated the train crew and CPR switching crew.

Righting Locomotive

In the meantime two large auxiliary cranes got the huge 250-ton locomotive on to an upright position and it was expected that by early this afternoon the machine would be back on the tracks.

Further investigations into the tampered switch will be carried out by CPR and Renfrew police in an effort to determine the person who opened the switch.

Officials stated that in order for the switch to be open, the padlock would have to be removed from where it secures the lever in the closed position. Switching crews locked the lever into position with the padlock so that it must have been forced open in this case.

Renfrew police stated that the padlock was unlocked when they examined it.

The switch in question is used for shunting freight cars into the siding of the Renfrew Machinery Company and Ottawa Valley Grain Products. It was determined that switching crews last operated the switch at 9 a.m. Thursday, and several trains had passed over it later in the day

Schedules Resumed.

Normal train schedules were resumed early yesterday afternoon while the work of replacing smashed ties and twisted rails continued. The main line was kept open by the building of a track around the locomotive as it lay embedded in a clay bank

General Superintendent for the Quebec district J. R. Kimpton, and Divisional Superintendent E.C. McKay, from Smiths Falls, investigated.

13/05/1946 *Ottawa Journal**Chalk River**Renfrew*

Thinks Heavy Freight May Have Jarred Open Renfrew Switch

RENFREW, May 12. (Special) Possibility that the open switch which caused the derailment of the CPR west-bound Transcontinental train early Friday morning may have been jolted open by a heavy freight, and not tampered with, was being investigated by police here tonight.

Police Chief Moses Greer, who is aiding in investigating the accident, said that a heavy freight passed through shortly before the passenger train and may have shaken the switch open as the lock and chain were undamaged.

Inspector George Cowan, of Ottawa, will be in Renfrew on Monday to continue his investigation into the accident.

Meanwhile, the locomotive and tender of No. 7 Trans-Canada train have been lifted back on to the track after nearly 36 hours work by a large train crew using a heavy crane from Chalk river. The locomotive and tender will be hauled to Montreal for repairs.

Thought to be the engine which hauled Their Majesties across Canada in 1939 because of a Royal Crown emblazoned on the side, the engine will be back on the run in two weeks' time after the smoke stack has been replaced and repairs made to the cow catcher, whistle, steam valves and iron railing. Parts of the coupling between the tender and engine were twisted and broken.

17/12/1946 *Ottawa Journal**Chalk River**Arnprior*

Engine Derailed At Arnprior, Crew Leaps to Safety

ARNPRIOR, Dec 16 (Special) Four men, the crew of the Chalk River-Arnprior CPR freight, train, No. 76, escaped serious injury at 5.10 this afternoon when they jumped to safety seconds before the locomotive was derailed a mile west of Arnprior station and near the town limits.

Traffic was halted on the line until almost 10 o'clock this evening when debris was cleared from the tracks. Passengers on the Ottawa-Pembroke local passenger train, No. 557, were transported from Arnprior to Pembroke and Renfrew by buses chartered by the CPR immediately after the derailment.

The engineer of the freight, Leonard Ritchie, Smiths Falls, and Conductor E. A. Rowe, also of Smiths Falls, were reported to have jumped clear of the cab of the locomotive before it rolled to the right-of-way to rest on its side. Names of the fireman and brakeman could not be learned.

Wrecking equipment was despatched from divisional head quarters at Smiths Falls to the scene and a CPR official said the locomotive would be raised to the track tonight.

Extent of damage to the heavy engine was not immediately known but it will undergo an inspection in Smiths Falls tomorrow.

20/08/1948 *Ottawa Citizen**Chalk River**Carleton Place*

Gananoque Man Injured

CARLETON PLACE Walter Cross, 58, Gananoque steamroller operator, suffered a possible skull fracture and other injuries yesterday when a Pembroke-Ottawa passenger train struck his machine. The roller was cut in two and some minutes later Cross was found, semi-conscious, on the front of the locomotive. Carleton Place is 40 miles northwest of Brockville.

03/09/1948 *Ottawa Citizen**Chalk River**Carleton Place*

Freight Cars Run Wild, Block Highway

CARLETON PLACE Traffic along No. 15 Highway was tied up for more than five hours yesterday evening, when, five empty freight cars broke loose and rammed into a westbound, slowly-moving freight train at the Moore street crossing, Carleton Place. Although several cars were derailed, no one was injured.

Yardmen were shunting the empty freight cars around the yards, when the string broke loose and coasted backwards, striking the freight directly in the center. The brakeman on the runaway cars attempted to use the mechanical brakes, but could not halt the heavy cars in time, and eventually was forced to jump.

Four frame cars, a part of the 400-yard-long freight, were derailed and the van of the five runaways was hurled some 30 feet. Wrecking crews from Smiths Falls were called to the scene but at midnight last night highway ??

Pembroke Welcomes Santa Clans

PEMBROKE Upwards of three thousand Pembroke youngsters shouted themselves hoarse here yesterday and gave a tremendous welcome to their annual most-looked-forward-to-visitor in the person of Santa Claus as he arrived in Pembroke to pay his annual pre-Christmas visit and to attend the Pembroke Rotary Club's second annual Christmas party, held in the Pembroke armories last night.

Arriving by special train about six o'clock, Santa Claus was met at the CPR station by the children who went completely wild when he alighted from the train and it required a police escort to bring him from the platform to the fire truck on which he was to ride in the parade

Parade Leaves

Getting away from the station, the parade, composed of the fire truck carrying Santa Claus, Mayor C. E. Campbell who welcomed the visitor and fire chief R. H. Dey, a police cruiser and about 20 decorated floats owned by Pembroke merchants and industries proceeded up Pembroke street, followed by countless children and their parents and after making a circuit of the business section, it went to the armories where the Rotary's Christmas party started.

Conservative estimates placed the number of children in the armories near the 5,500 mark and judging from the sounds, this figure was low, if anything. Old Santa was enthroned with much dignity on the stage and the program under the direction of master of ceremonies, Jim Pullen, for Mr. Pembroke recreation director got under way. President Albert Noack of the Pembroke Rotary club welcomed all to the event and voiced the club's pleasure at such a large turnout.

Santa's first presentation was to G. A. Black of the Pembroke film council, who on behalf of that organization accepted an \$898 film projector from the Rotary Club as their Christmas present to the film council. The projector was then used to show an animated color film, while Christmas carols were played from the sound truck.

24/12/1948 *Ottawa Citizen**Chalk River**Pembroke*

Pembroke Man Killed By Train

PEMBROKE Run over by the CPR east-bound local, as it started to leave the Pembroke station, at 2.55 p.m. Thursday, Robert Briscoe, 38, Pembroke, was instantly killed when the wheels of the train passed completely over his body.

Definite details of the accident were still not available at a late hour last night, but, according to reports, Mr. Briscoe had boarded the train with some friends and attempted to get off the train as it started to leave. It was about 200 feet from the station when he apparently slipped and fell between the coaches.

Sgt. B. S. Dickie is conducting a police investigation and an inquest into the fatality is probable, according to the coroner. Dr. J. C. Bradley, of Pembroke.

01/02/1949 *Ottawa Citizen**Chalk River**Renfrew*

Found In Train Throat Slashed

RENFREW Reported in fair condition by police authorities this morning, a young Montreal man, William H. Simpson, 25, who is suffering from razor slashes about the throat, believed to have been self-inflicted, is still under medical observation in Renfrew Victoria Hospital. Simpson was removed from a Westbound CPR train at 1 a.m. this morning after being discovered in the train washroom by crew members. Identification was obtained from the man's wallet. Police Chief Greer said this morning he felt the man was suffering a mental condition.

24/03/1950 *Ottawa Journal**Chalk River**Franktown*

Engine Derailed At Franktown Blocks Traffic

CARLETON PLACE. March 24. (Special) Derailed of a CPR "swing" engine at the Franktown crossing near here at 4 p.m. Thursday during a heavy snowstorm, tied up passenger train traffic between Ottawa and Chalk River for two hours. No one, was injured.

Only last Saturday morning two Ottawa men were killed in a collision during a blinding snowstorm at Ashton Station, five miles southeast of Carleton Place on the CPR main line,

Thursday's derailment, caused by heavy snow and icing conditions, tied up both the 4.05 passenger passenger train from Chalk River and the 3.20 p.m. Ottawa to Pembroke local.

A wrecking crew from Smiths Falls was called in. and worked for two hours to right the heavy locomotive on the tracks.

Damage to the derailed engine was confined to a bent front truck.

Conductor of the train on which the engine was working, when derailed, was John Gillan who was conductor on the westbound CPR freight involved in the Ashton Station collision Saturday morning.

08/05/1950 *Ottawa Citizen**Chalk River**Almonte*

Two Die In Level Crossing Crash

Perth Men Are Victims

Train Wrecks Motor Car Special To The Citizen ALMONTE Two Perth men were killed instantly at 1045 this morning in a level crossing accident at Sadler's Crossing, four miles west of here.

The victims were: Donald Hogan and Lome Leaver, salesmen in the employ of the Burchell Supply Limited, of Perth.

Only meager details of the accident were available. It was learned that their automobile was struck by the morning CPR local. The car was reported a total wreck.

Neighboring residents rushed to the scene of the crash and found that the two men had been killed instantly. Wreckage was strewn over a considerable distance along the tracks.

Provincial police officers from Almonte and Carleton Place were called to investigate the crash.

The two victims had been in the employ of the Burchell Supply Company for several years and were widely known in Perth and district.

Provincial Constable E. W. Petty, of Arnprior, and Sgt. Sam Irvine, of the Perth detachment, reported that the car, an English model, was struck by the westbound Ottawa-Pembroke train.

The road near Sadler's crossing runs parallel to the railway line for quite a distance and there is a right angle turn over the tracks.

There was an all-Ottawa crew on the train, Engineer Thomas Barnes, Conductor A. C. Trudeau and Fireman H. Greenlaw.

The fireman told police that he saw the car when about to reach the crossing and was sure it was going to stop. The car kept, on going after slowing down to take the curve. The engineer applied the brakes but it was too late to avoid the crash.

The district coroner from Almonte was called to view the bodies.

Boy's Death By Train Accidental**Special To the Citizen**

ALMONTE The Jury investigating the death of 11-year-old Freddie Leach, who was killed Thursday morning by a train at Almonte, last night returned a verdict of death by accident.

The lad was killed when caught on a CPR bridge with three other companions. The other boys escaped.

Eye witnesses who saw the accident said last night that the Leach boy seemed to stop in the middle of the track while the other lads ran.

The jury strongly recommended that the CPR strictly enforce the "no trespassing" regulation on the bridge. At present the bridge is used by both adults and children despite the warning sign.

Several Witnesses

A number of witnesses were called last night, including Charles Anderson, brakeman of the train, Manford Box, engineer. J. L. Aunger, fireman, Lou Smith, local CPR agent and John Mc Gregor, who saw the accident.

The three boys, Gerald Clemow, Garry Waddell and Billy Anderson, who were with the Leach boy at the time, were also called.

Dr. A. A. Metcalfe, coroner presided. Jury members were: William Shaver, foreman, Charles Kitts, Cameron Smithson, G. D. Hepditch and Patrick Rooney.

07/08/1950 *Ottawa Citizen**Chalk River**Braeside***Four Escape When Train Smashes Auto**

Special To The Citizen ARNPRIOR William Baker of Arnprior, his brother George of Smiths Falls and two small children, ages four and five, narrowly escaped death when their car was struck by a fast west-bound Canadian Pacific freight train at the crossing just west of the station at Braeside, Ont.

The 1937 model car was carried about 200 feet along the track and is a total wreck.

The Bakers, returning from a fishing trip, were proceeding west just below a long hill on the Braeside River Road. The driver, George Baker, was watching the Gillies Bros. and Co. yard, engine approaching and did not notice the CPR freight travelling west from Arnprior until its whistle blew for Braeside.

The car stalled directly on the track.. The driver, who is employed with the CPR at Smiths Falls, ran down the track endeavouring to flag the train but the crew was unable to stop in time. William Baker leaped from the vehicle and pulled the children out just before the impact.

Provincial constable R. Andrews of Arnprior detachment investigated.

12/02/1951 *Ottawa Citizen**Chalk River**Pembroke*

Pembroke - No injuries resulted but considerable damage was caused and the main line of the CPR blocked for several hours here yesterday, the result of a derailment of a freight train near the Pembroke Shook Mills, just inside western Pembroke limits.

Ten box cars were derailed two of them overturned beside the track which happened about 7.45 a.m.

Traffic along the transcontinental line was immediately halted and interrupted until late yesterday afternoon when wrecking crews completed clearing up the wreckage and repaired the damaged rails.

Railway officials revealed that the accident occurred when a mechanical defect caused a broken arch-bar on the underside of one of the cars.

Ten cars were derailed and the tracks torn up for several hundred feet. Two of the derailed cars, the one with the defect and another, were overturned one on each side of the right-of-way with the wheels torn off both.

The officials revealed also that the train, eastbound at the time, was an extra freight under the charge of Conductor Tom Spooner of Smiths Falls. They emphasized that no blame was attached to anyone with respect to the accident.

One wrecking train and crew arrived from the west early yesterday morning while another from Smiths Falls reached the scene about noon and both worked rapidly to clear the line. Eastbound trains were held at Chalk River, about 20 miles west of here, while those westbound were stopped at Pembroke.

04/07/1951 *Ottawa Citizen**Chalk River***Killed At Crossing****Carleton Place Man Is Victim**

Special To The Citizen CARLETON PLACE Ernest Donnelly, 50, of Moore Street, was instantly killed this morning when his car was struck by No. 8 passenger train proceeding toward Ottawa at the Rosamond Street crossing. The accident occurred about 8.10 o'clock.

Mr. Donnelly, had been fishing, off Bates and Innes Ltd. bridge and decided to try an other fishing spot. He drove his car about 100 yards to the crossing when it was struck by the train. He was alone at the time.

Thrown Clear

The impact carried the car about 60 feet along the right-of-way. Mr. Donnelly was thrown clear but was dead on arrival of Dr. J. A. Johnston.

The train was in charge of conductor A. R. Edwards, of North Bay, and the engineer was Charles Murphy of Ottawa, and the fireman James Leach, also of Ottawa.

The crossing where the fatality occurred has only the ordinary criss-cross railway signs and is not protected by either gates or mechanical warning signal. The view to both sides of the crossing is open, however.

He had been employed as a night watchman at Findlays Ltd., and is survived by his wife and his son, Arnold, of town.

15/10/1951 *Ottawa Citizen**Chalk River***Hit By Train District Pair Are Killed**

By Staff Reporter PEMBROKE, Ont. Thrown more than 100 feet when their automobile was struck by a moving freight train, two district men. Eric H. Daber, 54, of Petawawa Township and Henry Vogelsson, 15, RR 6. Pembroke, were fatally injured about eight miles west of here; Saturday.

The two men, who died a short time after the mishap, were in a car driven by Daber which was struck at a level crossing on the Black Bay Road a short distance east of Petawawa.

The mishap which took the two lives still remained somewhat of a mystery to police. They report that apparently the car was travelling west on Highway 17 and, turning off the highway on to the township road, was struck when it reached the railroad tracks a short distance from the highway.

Daber, the driver, had been using the road for many years, and it is thought that either he did not see the train or could not get off the tracks before it struck.

The two bodies were thrown for more than 100 feet by the force of the crash and the car was totally wrecked, having been hit about the middle.

The train was a west bound extra CPR freight, in charge of Conductor Trevor Code, Engineer Harvey Wagner and Fireman D. Graham all of Smiths Falls. The train proceeded following the investigation.

Vogelsson was a son of Frank Vogelsson of Stonecliff.

Dr. J. C. Bradley, coroner, Pembroke, was called to the scene and indicated that an inquest would be held.

Sgt. H. S. Gall and Constable O. I. Widdows, provincial police, Pembroke, are conducting the investigation.

Retired Railroader Is Killed By Train

Special To TheCitizen

ARNPRIOR Frank 'Welland of Sand Point, 71. retired section foreman, was instantly killed yesterday afternoon about four o'clock when he was struck by the eastbound Canadian Pacific Pembroke-Ottawa local about one half mile west of Sand Point station and six miles west of Arnprior. Mr. Welland resided at Sand Point since his retirement. He was walking east along the railway track towards Sand Point. He was said to be deaf and did not hear the fast approaching train coming behind him. Eye witnesses of the accident said the train whistle sounded several times.

09/06/1952 *Ottawa Citizen*

Chalk River

Pembroke

Train Kills Area Woman On Trestle By Staff Reporter

PEMBROKE - Apparently struck by a train while fishing from a railway trestle west of here, 57-year-old Miss Minnie Poole was killed instantly yesterday morning.

Miss Poole's body was found west of the trestle, on the ground, after the train had made an emergency stop.

Police, piecing together details leading to the tragedy, said that Miss Poole had been fishing from the trestle over the Muskrat River, slightly west of the Pembroke CPR Station.

With her had been her brother, Thomas Poole.

About 11 a.m., Mr. Poole had left his sister to go to a store for cigarets.

Seen By Crew

At 11.35 a.m, crew members of the CPR westbound freight train No. 951., saw the woman on the north side of the trestle. Engineer A. Imeson

Immediately pulled the emergency brake cord and the train stopped in some 20 car-lengths beyond the end of the trestle.

The body was lying on the ground.

Sections of a fishing line were found on the side of the engine.

Trainman S. E. Smith also reported that he had seen the woman on the trestle as the train approached.

Coroner Dr. J. C. Bradley of Pembroke released the body to the Malcolm and Beavitt Funeral Home here.

No decision on an inquest was made last night.

Inspector Bert S. Dickie and Constable Lawrence Sullivan of Pembroke Police are conducting the investigation.

05/08/1952 *Ottawa Citizen*

Chalk River

Petawawa

Five Members Of Family Die In Petawawa Crossing Crash

PEMBROKE Five members of one family died in a level-crossing tragedy in Petawawa Village yesterday afternoon.

A sixth, only survivor of the family a child of seven is in hospital here near death.

Dead are:

Percy Touseant, 30, Petawawa Village.

Mrs. Touseant, the former Evelyn Hudson.

Nelson, 5.

Leonard, 3.

Edward, 2.

Idella, 7, daughter of the dead couple, in Pembroke General Hospital, is given "little chance" of recovery.

The tragedy, which almost wiped out the Touseant family, occurred when the family car was struck by an extra freight train crossing the main street of the village at 4.42 p.m.

Killed Instantly

Mrs. Touseant and Edward were apparently killed instantly. Nelson and Leonard died in hospital several hours later. The father died about 10 p.m.

Idella, the survivor, has both legs broken and "critical" internal and chest injuries.

The father was presumably the driver of the car.

Police and residents of the shocked village said that the car had driven directly into the path of an eastbound CPR freight. The train was reported to be travelling about 20 miles an hour.

The scene was an unguarded level crossing, which is in continual heavy use. It is a few hundred yards east of the Petawawa CPR station on the railway's main line.

The car, a 1942 model, was smashed by the impact, which hurled it and its passengers a full hundred feet.

Along the right-of-way were strewn pathetic bits of their grocery order, purchased a short time before the crash. Slices of bread were imbedded on the front of the train engine.

Visiting Relatives

Police reported that the family had been visiting relatives on Highway 62 in the district, then had returned to the village for some shopping stops.

The southbound car was attempting to cross the tracks to go to the Touseant home, only a short distance away.

Several fence posts were knocked down by the car as it was thrown through the air. The train consisted only of the engine and tender, one freight car and a caboose.

The train was brought to a stop a short distance past where the car came to rest.

No explanation of the collision has been given. Investigators could conclude only that the car driver had apparently not seen the train at all.

No Eyewitnesses

Police could find no actual eyewitnesses to the crash. Several persons who heard the sound of the impact and came on the run said that the six passengers and the car were a tangled mass of humanity and steel when the car came to rest.

The train had not stopped at the Petawawa Station, police said. It had been moving slowly at the time, they confirmed.

There have been other bad accidents at that crossing in the past, residents recalled.

This tragedy, however, is believed to be the worst of its nature in the history of the area.

In charge of the train were Conductor Basil Abker, Engineer Leslie Ritchie and Fireman Earl, all of Pembroke.

No announcement regarding an inquest has yet been made. Coroner Dr. J. C. Bradley was called to the scene.

Provincial Police Sgt. S. Whitehouse and Constable J. E. Cooper are conducting the investigation.

The dead father was a son of Leonard Touseant of Boundary Road. He was employed by a Pembroke firm and was well known in the area. Both he and his wife are natives of the Petawawa region.

Caption to Picture

Tragedy Strode Thfs Path The dotted line traces the path of the ill-fated car which carried five members of the Touseant family to their death when the machine was hit by the extra freight train at 4.42 p.m. yesterday. The level crossing was unmarked by automatic signals. The car, a 1942-model was tossed 100 feet by the force of the impact. Southbound it was attempting to cross the tracks to go to the Touseant home a short distance away. -

Photo by Newton

A man, his wife, and three sons, all of Petawawa, were all killed Monday afternoon (3 August) at that village when their car was struck by a freight train. Their only daughter escaped death, but is in critical condition at Pembroke hospital.

Dead are Percy Touseant, 30, father of the family, his wife, Evelyn, 25, the former Evelyn Hudson, and three of their children, Nelson, five, Leonard, three and Edward, two.

In critical condition in hospital, suffering from serious internal injuries and two broken legs, is the eldest of the family, Idella, aged seven.

The Touseant car was struck at a railway crossing a few hundred feet from Petawawa Station by an eastbound freight about 4.40 on Monday afternoon.

Police believe that the driver of the car, which was travelling south, did not see the freight train and attempted to cross the tracks. Engineer of the train, Leslie Ritchie, of Smiths Falls, said that he did not see the car until the crash. A light rain was falling at the time.

The automobile was thrown about 100 feet from the point of impact and tore down a number of fence posts before coming to rest.

Mrs. Touseant and two-year-old Edward were killed outright while Leonard and Nelson died three hours after the accident. Percy Touseant died that evening about 10 o'clock in Pembroke General Hospital.

08/11/1952 Ottawa Citizen

Chalk River

Two Escaped Convicts Captured By Eastview Police

A manhunt for two escaped convicts who crashed their way through the window of a moving train in a daring bid for freedom Wednesday night(05/11), ended at the outskirts of Ottawa last night with their recapture by Eastview Police.

Object of a two-province search since their escape near Chalk River through the window of a coach on the Canadian Pacific Transcontinental Flyer, Jean Paquin, 29, and Rhea Polrler, 21, are being held at No. 1 Police Station pending the arrival of federal authorities.

They made their escape while being transferred from St. Vincent de Paul Penitentiary, Que., to Stoney Mountain Penitentiary Man., as the train was pulling into a station in the Chalk River area.

The Records

Convicted on a series of thefts, Paquin had been sentenced to serve seven years, while Poirier, convicted of armed holdup, has six years to serve.

A tip-off from an Ottawa motorist, Jacques Paris, 242 Wilbrod Street, who had given the pair a ride from Cumberland, led to the arrest.

They were picked up by Constables Lawrence Quesnel and Gerald Rioux of the Eastview police, while attempting to pick up a ride at the corner of Montreal Road and St. Laurent Boulevard.

At the time of their arrest both men were still wearing the gray-denim prison garb in which they escaped. On their ankles were the manacle-bracelets that secured them while they were on the train. The train [sic] that linked the bracelets between each man's ankles had been severed by stones.

No Struggle

They entered the police car without a struggle. In fact, the police officers reported, they seemed almost happy to be back in custody.

They told the arresting officers that they had not tasted a bite of food since their escape on Wednesday night.

When questioned by police both men replied in French. It is believed that they could not speak English.

The pair were transferred from Eastview Police Station to No. 1 Police Station in Ottawa, where they are being held.

The escape of the convicts was first learned when the train pulled into the Chalk River station shortly after 7 o'clock Thursday morning. It is believed that they crashed through the window somewhere between Pembroke and Chalk River.

Both Injured

When arrested last night both men bore visible evidence of slight injuries suffered when they hit the steep embankment after leaving the train.

An adhesive bandage on Pooler's forehead concealed a deep cut, while a makeshift bandage torn from prison underwear covered the head of the second escapee.

Paquin walked with a marked limp, when arrested. He told police that an old bullet wound on his left leg had "acted up" during the long journey from Chalk River to Eastview.

From the prisoners came this story of their daring escape. They reported that during the dark of Wednesday night as the train slowed down to about 45 miles an hour, they jumped through the window.

Their ankles were manacled at the time. When hitting the railway embankment, both men rolled over and over down the steep embankment, suffering slight injuries from rocks on the side of the tracks.

They hid in a nearby bush for several hours. After, making certain that the train did not stop, they crawled from their hiding place in the thicket.

Broke Chains Their first task was the arduous job of breaking the chain that secured their manacles. This required several hours of pounding. It was daylight by the time they were able to leave the train tracks.

Hiding by day, and hitch-hiking by night, they started the two-day trip that took them to Cumberland early yesterday evening.

At the outskirts of the village they hailed the car driven by Paris. Unaware of the nature of his prospective passengers he stopped the car, and allowed them in.

One glance at the two men aroused his suspicions. When he reached St. Laurent Boulevard, he asked them to leave the car. They did as he asked.

Report To Police

Mr. Paris lost no time in making his way to the Eastview Police Station, about a quarter of a mile away. He reported to Constable Rioux that he "had given a ride to the two convicts who had jumped from the railway train".

Sgt. Emile Martel of the Eastview police dispatched the two officers to the scene, and at the same time called Ottawa City Police for further assistance if needed.

When the two Eastview policemen reached the corner, they found the wanted men lounging against a post. They drove over, ready for real trouble, but the expected trouble did not arise.

"Get in", said Constable Rioux, opening the door of the car.

"O.K.," was the response. The pair did just that.

Detectives Henry Gravelle and Gordon Lowery, of the Ottawa City Police, arrived at the corner about one minute later, but the two prisoners were already on their way to the Eastview Police Station.

No More Trouble

Once there they accepted smokes gratefully, and acted more in the manner of chastened schoolboys, than hardened criminals. "We don't want any more trouble. We have had enough", they told police.

Responsible for his capture, Mr. Paris was apparently quite unconcerned over the part he had played. After leaving the police station in Eastview, he motored to his home, and then without mentioning the incident to his parents, he went out with some friends to spend the evening.

He could not be reached by The Citizen for comment last night

Admit Bid For Liberty

Two convicts who smashed their way to freedom from a moving train, last Wednesday night and were recaptured in Eastview Friday night pleaded guilty in City Magistrate's Court to escaping custody.

The duo 21-year-old Rheal Poirier and 29-year-old Jean Paquin, both of Montreal were remanded for sentence to Thursday by Magistrate Glenn Strike, QC. Paquin, convicted of a series of thefts, had been sentenced to serve seven years in penitentiary, while Poirier, convicted of armed holdup, had six years to serve. They jumped from the train near Mattawa while being transferred from St. Vincent de Paul Penitentiary to Stoney Mountain penitentiary in Manitoba. Eastview Constables Gerald Rioux and Lawrence Quesnel nabbed them as the pair attempted to pick up a ride at the intersection of St. Laurent Boulevard and the Montreal Road. In court today, both appeared anxious to get back to penitentiary without a long hearing. "We want to plead guilty and be sentenced right away," Paquin told the court.

13/11/1952 *Ottawa Citizen**Chalk River*

2-Year Term For Escape

Two long-term convicts who leaped from a moving train last Nov. 5 and were recaptured in Eastview two days later were each given additional two-year penitentiary terms today by Magistrate Glenn Strike, QC.

One of the pair, 29-year-old Jean Paquin, of Montreal, convicted of a series of thefts, now has a total of close to ten years to serve. The second, 21-year-old Rheal Poirier, also of Montreal, convicted of armed holdup, will be jailed for close to nine years.

Paquin was given an eight-year term last April and Poirier a seven-year sentence last May.

The duo jumped from a train near Mattawa while they were being transferred from Quebec's St. Vincent de Paul Penitentiary to Stoney Mountain Penitentiary in Manitoba.

Recaptured last Friday night by two Eastview constables, the pair pleaded guilty to escaping custody in court here Monday. They will now be transported back to St. Vincent de Paul Penitentiary to serve their sentences, it is understood.

15/11/1952 *Ottawa Citizen**Chalk River**Castleford*

Aged Recluse Is Killed

Special To The Citizen RENFREW Mrs. Esther Nell, 87-year-old recluse of Castleford, Ont., was instantly killed shortly after five o'clock yesterday evening, when she was struck by a freight train while walking on the CPR tracks approximately one mile east of this town.

Dr. L.J. Mulvihill, local coroner, ordered the body removed to the McPhall and Perkins Funeral Home. He did not indicate whether an inquest would be held. OPP Constable A. Papertzian investigated and controlled traffic which had been halted on the Renfrew Highway for more than a quarter of an hour.

A well-known figure in the district, Mrs. Nell lived alone in a small cottage in Castleford. It is not known whether she has any relatives.

31/12/1952 *Ottawa Citizen**Chalk River**Renfrew*

Renfrew Couple Killed By Train At Crossing

RENFREW Two persons, identified as Mr. and Mrs. W. R. Mason, 300 McAndrew Street, Renfrew, were killed instantly early this morning when their car was struck by the CPR Sudbury-bound train at a level crossing three miles west of here.

Dr. L. J. Mulvihill, district coroner, was called to the scene. He did not decide immediately whether or not an inquest would be held.

The Mason car was struck by the train just as it reached the top of a rise, at the crossing. The front part of the car, with the two passengers, was carried for some 150 yards down the track.

Wreckage was strewn for yards around the scene as the car was cut completely in two by the impact. The auto engine was hurled over a fence into a nearby field.

Had Attended Party

The couple, both in their late 40's, were reported to have left a party at the home of Walter Galbraith, a short distance from the scene, just a short time before the crash occurred.

They were followed down the concession road by Mr. and Mrs. Percy Wilson, who also had been at the party.

Frosted condition of the car windows was given as the possible reason why neither Mr. Mason, nor his wife, was able to see the oncoming train, as visibility at the crossing is good.

Dr. A. T. Mackie was called to the scene, then Dr. L. J. Mulvihill, district coroner.

The bodies were taken to the Cochrane Funeral Home.

Cpl. E. A. Hunter and Constables A. Perpetzian and Thomas Wark of the Renfrew Detachment of the Ontario Provincial Police, were called to investigate the accident.

The train, first section of CPR No. 9 bound for Sudbury, had pulled out of Renfrew just a short time before the crash.

Engineer of the train was Lucien Brunet, 42 Viscount Avenue, Ottawa. Conductor was T. Spooner.

Caption to picture

This Was A Car This pile of twisted and torn wreckage is all that remained of the car which carried Mr. and Mrs. W. R. Mason, of Renfrew, to their death in a level crossing accident early this morning. The car, hit by a CPR train near Renfrew was carried 150 yards down the track and completely demolished. (Story on Page 3). Photo by Moulton

07/01/1953 *Ottawa Citizen**Chalk River**Arnprior*

Three Have Close Call

Special To The Citizen ARNPRIOR-Three prominent Arnprior sportsmen, Allan G. Beattie, Stanley Sheffield and Bill Ramage, narrowly escaped death at 12.15 this morning when their late model car was struck by a westbound Canadian Pacific freight train at the Norma Street crossing here. The three men were hurled from the car but were not seriously injured. Sheffield suffered superficial cuts while Beattie lost all his front teeth. They were taken to the Arnprior hospital where Dr. H. R. Giberson treated Sheffield and the three were returned to their homes. Damage to the car was extensive.

Beattie, accompanied by Ramage, was driving Sheffield home from the curling rink when he noticed the approaching train. He applied the brakes but his car slid to the crossing where it stalled and the slow moving freight caught the front section and hurled it into the ditch.

Constables A. Millner and K. Crockford, of the Arnprior Detachment, Ontario Provincial Police, Investigated.

Rule Renfrew Crash Deaths Accidental

Special To The Citizen RENFREW A coroner's jury brought in a verdict of "'death by accident" in the case of the death of Ross Mason and his wife, Renfrew couple who died in a level crossing crash near here early on the morning of Dec. 31.

Coroner Dr. L. J. Mulvihill presided at the hearing and Crown Attorney Al Neville of Pembroke conducted the inquest Friday night in the council chambers.

Frosted Windows

Witnesses indicated that frosted windows probably prevented the couple from seeing the train as their car approached the crossing. The train's warning whistle was sounded, testimony showed.

Among the witnesses were Mr. and Mrs. Percy Wilson and Mrs. James Jack, who were eye witnesses; Dr. A. T. Mackle, who was summoned to the scene; Ontario Provincial Police Constable W. J. Gallagher, who investigated. Carmen Hogan, fireman of the train, was also a witness.

The jury consisted of Emerson E. Elliott, foreman and jurymen Kenneth N. Warren, Archie Pecore, Peter Grace and James Ritz.

Bill Ramsay, CPR representative, was present for the hearing.

Sudbury Driver Killed At Renfrew Crossing**Special To The Citizen RENFREW**

A Sudbury man was killed instantly and a woman companion seriously injured early Sunday morning (26/04) when their late model automobile was struck by a CPR train Saturday. at a level crossing about a half-mile west of here.

Dead is Fred W. Harris, 57, of 178 College Street, Sudbury, superintendent of schools there.

His companion, Miss Grace Nichols, of Sixth Avenue, Renfrew, is in Renfrew Victoria Hospital suffering from a fractured leg, fractured arm, possible fracture of the other leg and pelvis and shock. Hospital authorities described her condltlon as "serious".

Coroner Dr. L. J. Mulvihill, of Renfrew, told The Citizen Sunday night that an inquest would be held as soon as the injured woman is recovered enough to testify.

Ontario Provincial Police reported that the car had been eastbound on Byers Road, a farm road some 100 yards west of Highway 17. The train was westbound CPR No. 7, second section of the trans-continental service.

The accident occurred at 1.03 a.m. There was no automatic signal at the crossing, but visibility is reported to be good at that point. The train was in charge of Conductor Emmett McCann, of North Bay, and Engineer Arthur Cousineau, of 77 Kenora Street.

The engineer told The Citizen Sunday night that the train had been travelling between 55 and 60 miles per hour.

"I saw the car," he reported, "about a quarter of a mile away. The car was stopped. The whistle blew, as it usually does at the crossing, then just as the train reached the crossing the car started again.

"It appeared that he (the driver) had gotten mixed up in his gears. We had no chance."

The locomotive finally stopped about 500 feet from the crossing, and the train crew got out to see what assistance could be given. Mr. Cousineau stated.

"The conductor telephoned to the Renfrew train despatcher and the brakeman and I hailed a passing car to take the girl to the hospital," he went on.

The train was halted for 30 minutes at the scene, before proceeding to Chalk River where a new crew took over the train.

The engineer said that it was the first time that he had had such an accident In 10 years as an engineer.

Thrown 60 Feet

Police further reported that the car, a 1953 Dodge, was thrown 60 feet by the impact and almost completely demolished.

It was the second such accident in the area within four months. About the beginning of the year. Mr. and Mrs. Ross Mason, of Renfrew, died when their car was struck by a section of the same train, at a crossing about 400 yards from the scene of Sunday's crash..

Chesterville Railroader Killed By Ottawa Train

PEMBROKE A Chesterville, Ont, man, Gerald Curran, 43, was killed after he was struck by an eastbound CPR train near here Monday afternoon.

Reports indicate he was struck by CPR train No. 558, eastbound from Chalk River to Ottawa.

The engineer was George Parker of 175 Preston Street, Ottawa and the conductor was Edward Watson of 194 Breezehill Avenue, Ottawa.

Was To Flag Train

Mr. Curran, a CPR flagman, had been with a work gang a short distance west of here when the accident happened. He had gone about a mile east along the tracks to warn the oncoming train of the presence of the work gang ahead.

The flagman was standing in a curve when the train approached. According to police, he either failed to hear the train coming or slipped on the track while trying to stand clear of the train on the right-of-way.

Pembroke Coroner Dr. J. C. Bradley viewed the body and said a post mortem would be conducted. There would probably be an inquest.

Community On Railroad Property

By Fred Inglis Evening Citizen Staff Writer

CHALK RIVER The village of Chalk River is built around the sprawling yards of the Canadian Pacific Railway. In fact, the CPR once owned the whole site on which the town is built. Lately the CPR has been selling and leasing lots to home-builders.

Chalk River is a divisional point on the CPR. about midway between Ottawa, 131 miles east by rail and North Bay, 117 miles west. It's what is called a "turnaround point," between Smiths Falls and North Bay.

About 21 locomotives, steam and diesel. are serviced here daily as they pass through or turn around and shuttle back to their starting point. No crew-men live here though there is a bunkhouse for crews staying here overnight.

Fascinating Business

The railroad business is a fascinating one for rail fans like Austin Cross and myself who grew up alongside the CPR and Grand Trunk. An small boy, back In 1912, I rode the cab of a CPR engine on a Ledgerwood outfit that was ballasting track east of Strathmore, Alta.

About three years later a Grand Trunk hostler at Windsor used to let me turn on the steam and ride the turntable.

First, at Chalk River, you have the station and the railway lunch counter that stays open almost 24 hours a day. It springs into action six times a day as passengers from six regular trains a day, dash in to eat and drink during the 10 or 15 minutes the train stops.

Then there is the Chalk River local that leaves here at, 7.15 a.m. and is back at 8.50 at night. In the station, too, you have the express, freight, ticket and telegraph offices.

At the station I met the genial agent, John E. O'Connor and his trick operator. Ken Kellott. Mr. O'Connor has been here 10 years but was here before in 1912.

"There were only about three houses here then," he said. Mr. Kellott has seen many changes in the 42 years he's been here,

Gates Wide Open

Unlike the CPR Seignior Club at Montebello, which politely turned me away, the CPR at Chalk River threw the gates wide open. And that's something, when you consider that they're dealing with atomic energy every day.

Chalk River is not only home to between 120 and 130 CPR employes, including sectionmen. pumper, B and B men - but pensioners who worked here for years, still live here. They get their pension cheques through the agent.

"We're In the Sudbury division of the Algoma District." Mr. O'Connor pointed out. "Trains going east from here are in our hands until they pass the east switch, about a mile east. Then they are in the Smiths Falls division of Quebec district. We work with two sets of dispatchers at Sudbury and at Smiths Falls."

Two Main Lines

Grouped around the north side of the CPR station are two main lines and 15 switching tracks that hold between 300 and 400 cars; the roundhouse with stalls for 15 engines; the car shop, a 50,000-gallon water tank; a 125,000-gallon oil tank for diesel fuel; a big coal chute that handles an average of five car of coal in summer and 15 cars in winter.

The Atomic Energy has its own chute that handles 20,000 tons of coal a year. An auxiliary or "big hook" is kept on a side track with steam up in winter, in case of a wreck.

The reason more coal is used in winter is that after navigation closes on the lakes, grain trains that go from Port McNichol through Smiths Falls in summer, go through Chalk River on their way from Winnipeg to Montreal and Saint John. Work then increases here by 100 percent or better.

Last year the CPR here had a revenue of \$300,000, of which \$225,000 was for freight alone The Atomic Energy accounted for a fair share of it.

Rough freight for Deep River and the plant where the Foundation Company is building a second reactor, requires the handling of heavy machinery, certain types of bricks, ore used for insulating the reactor and other materials.

"The plant" produces radio-active isotopes used to combat cancer and other ailments. It requires the closest teamwork to ship these highly perishable isotopes to their destinations, far across Canada and in the United States.

They must be shipped by the shortest possible route and the exact time in transit must be known. The isotopes are "cooked" at the plant until they reach a certain degree that will decrease slowly en route and last only a short time after their scheduled arrival. The patient is treated by appointment. If the train misses a connection, or fails to arrive precisely on time, they're of no use and back go the 400-pound lead containers unopened.

Dangerous Cargo

Railway officials all along the route are advised that not only is the shipment on board valuable and important but it is dangerous.. In event of an accident, the car that contains the shipment is not touched until experts are on hand to determine (the amount of radioactivity present, to prevent anyone from injury.

One thing taken for granted these days is the CPR's block signal system between Chalk River and Smiths Falls, It was installed at a tremendous cost after the Almonte wreck about 10 years ago. Soon the system will be in operation as far west as Mattawa, then on to North Bay and eventually to Fort William.

Price and joy of CPR men here are the new diesel locomotives. Powerful A and B units hooked together in tandem, each is rated at 1,500 h.p.

Railroaders call them "a cow and calf". Both national railways use the same make and model. You need a piston or gear -they are all standard.

That's why they are so economical.

Caption to photo

Iron Road This Is the CPR yard at Chalk River, as seen from top of railroad coal chute. At left is the station where all transcontinental trains stop for inspection. Passengers dash into station lunch counter for a snack. In foreground is roundhouse, shop and turntable. Left, out of picture, is new residential section. Unseen, at right, is Highway 17 and road leading to Atomic Energy plant, six miles north. - Photo by Inglis

Community Growing Up In January

By Fred Inglis Evening Citizen Staff Writer

CHALK RIVER On Jan. 1 next, Chalk River will put on long pants. It then becomes an incorporated village in Buchanan Township, Renfrew County.

An election in December will decide who are to be reeve and four councillors for the village. Chances are the reeve will be the man who presented to county council, a petition asking for incorporation, which was approved at Toronto although it cost him his seat as reeve of the united townships of Rolph, Buchanan and Wiley at the last election.

He is Jack Mussell, 45-year-old CPR car foreman at Chalk River. Mussell, a tall, friendly man with a winning smile, has a wide knowledge of municipal affairs gained during his five years as reeve of the united townships. He's been on council since 1942 except for three years. He knows the Ontario Municipal Act like the CPR rule book.

Car Inspection

In his office in the car shop by the roundhouse. Jack Mussell is responsible for the carmen or car inspectors whose job it is to examine the running gear of every train that passes through Chalk River.

As soon as the wheels stop turning, these men, one on each side, go the length of the train lifting journal box covers, looking for "hot boxes" or overheated axles, cracked wheels, defective air brakes and in this modern age, watching for a breakdown in air conditioning.

The safety of crews, passengers and millions of dollars worth of equipment is in their experienced hands. By a light tap of their long handled hammers they can detect trouble in a wheel. It takes five years apprenticeship to become a carman.

Ken Cuthbert, car foreman at night, has the same responsibilities, because night or day, heat wave or sub-zero, no train leaves Chalk River without a thorough check.

Responsible for the 20 engines serviced here every day is locomotive foreman S. R. "Syd" Pudney.

Knows His Engine

A stocky man with dark wavy hair, Syd Pudney not only knows every type of steam locomotive from supercharger to rear coupler, but he knows the innards of the CPR's big twin-unit diesels. When one of these big double-jointed monsters slides onto the turntable, it hangs over at the ends. Syd rides the cab with new engineers for several trips to pass them out as engineers, so he has to know his job.

Chalk River people are returning to live in the village they left years ago and with them have come a lot of newcomers. Old-timer here tell me that a few years ago they knew every one they met on the street. Today, they say. Half the people are strangers.

New streets have been opened up at the south end and a lot of building has been going on in Chalk River. More than 35 houses have gone up in the last two years; modern, attractive homes you'd be proud to own. Beautiful Corry Lake has a grand sandy beach and is a wonderful place for summer cottages.

Chalk River is growing. It has a good licensed hotel, with one of the largest parking lots in Canada; it has a dairy, four general stores, Dover's big IGA store; Chalk River Supply, Howard's and Mike's; Brown's clothing store and four cafes, not including the CPR lunch room.

There is a branch of the Provincial Bank of Canada, a Post Office, two barbers, a hairdresser; a plumber, two garages and two service stations, one open all night. Harry Dumouchel and Son are general building contractors and there is a trucking firm.

The Bell Telephone has the smartest rural business office I've seen to date. The Town Constable is Maurice Blimke, an operator at the plant. Ed Touzel, of the Chalk River Supply store and Jack Mussell are very active in the year-old Lions Club.

Five Churches

Chalk River has five churches, Anglican, Lutheran, Presbyterian. Roman Catholic and United Church in alphabetical order. There is a good four-classroom Public School and a three-room Separate School. They show movies in the Orange Hall once a week and play ball on a huge diamond near the Public School. There are two sawmills, one on Corry Lake, a mile east and one a mile west of here. The Hydro has been in only five years but the residents have street lights and modern conveniences in their homes and business places. It gave the town new life.

Passengers on trains going through Chalk River see an unusual sight at the station platform. It is a handsome stone war memorial that honors the men who went to war and did not return.

"It was put up by a committee of women," said Mrs. Jerry McCarthy who was on the committee. "We took two women from each church. We figured out how much we would need and set out to raise \$400. We held dances, teas, door to door tag days. It took us four years to gather the money. Then after we got permission from the CPR to place it beside the station, it cost another \$70 for the base of the monument. But we raised it too.

"We hold our Remembrance Day service there each year. This year it will be on Sunday, Nov. 8. There will be men from the Deep River Legion, soldiers from Petawawa camp, a bugler, veterans wearing their medals - it's always a very impressive service.

What Chalk River needs now is fire protection, waterworks, sewers, sidewalks and garbage collection.

The man who foresees the realization of all these, with graders for the streets, a pump-house at Corry lake, a town garage and so on, is Jack Mussell who aspires to be the town's first reeve.

Cheaper Living

"When we get water and sewer," he said, "people can build here and live here cheaper. Why do you think they go to Pembroke? They'll save a lot of money on bus fares alone. We can get the services and things we need - a doctor, a dentist, drug store, theater and so on . . ."

Well, Jack, Smiths Falls is a CPR town and CPR chief clerk George Swayne is mayor of the town. Looks like you're on "track one" with the green light.

01/02/1954 *Ottawa Citizen**Chalk River*

Train Wrecks Auto Stalled On Crossing

ALMONTE 'Special' Oliver Bez!! 60, road commissioner fr Ramsay Township, had a narrow escape Saturday morning on his way to a meeting of the township council.

His car was wrecked on the Bridge Streetrailway crossing on the spot where a month ago I-orre Vsughan, of Almonte. Was killed when a train hit the car he was driving.

Mr. Dezell's car, a 1948 sedan, stalled on the crossing. Before anything could be done a tram appeared, bearing down on the man and the auto.

Frantic attempts by Mr. Dezell to flag down the 67 car diesel train where [sic] in vain.

He stepped aside just as the engine smashed into the car, carrying it 50 feet down the track.

Constable Roy Dawson, OPP. investigated.

03/05/1954 *Ottawa Citizen**Chalk River**Carleton Place*

Freight Cars Derailed At Carleton Place

SMITHS FALLS (Staff) Two Ottawa-Toronto passenger trains of the Canadian Pacific Railway were re-routed through Kemptville to Brockville Saturday afternoon as the result of a partial derailment at Carleton Place.

A company official said two cars of a freight train went off the track at Carleton Place at 3.20 p.m.

There was no damage and the track was quickly cleared.

05/07/1954 *Ottawa Citizen**Chalk River**Almonte*

Killed At Almonte - John McKay, 82-year-old Almonte resident, who was killed near his home by a CPR transcontinental train on Saturday.

Raking through the grass along the right-of-way, Mr. McKay apparently failed to note the oncoming train.

CP Train Nearly Upset

RENFREW (Special) Believed to be the work of children, an attempt was made near here yesterday to derail a CPR passenger train.

The Ottawa-Chalk River local was delayed for a few minutes about 11 a.m. after a slight jar caused the engineer to brake his engine-and-three-car train to a halt.

Metal Bars

A pile of rocks, two metal bars and collection of wire had been piled on the track about a quarter of a mile west of the iron railway bridge on the outskirts of Renfrew.

The obstruction had been placed there sometime between 10.30 and 11 o'clock, investigators said, as another train had passed on the same track at 10.30 and had not been jarred.

The weight of the engine cut one of the metal bars in two. Slight scratches were caused to the engine and several road ties were shuffled slightly.

Service on the line was not disrupted.

Provincial Constable Tom Wark of Renfrew made the first investigation. He was later joined by CPR investigators from Ottawa.

There were about 100 passengers aboard the train at the time of the incident.

22/03/1955 *Ottawa Citizen**Chalk River**Pembroke*

Boy, 9, Killed By Train

PEMBROKE (Staff) Struck by the engine of a freight train while standing beside the tracks, Irvin Clarke, nine year old son of Mr. and Mrs. George Clarke, 824 Lee Street, Pembroke, was fatally injured here, late Monday afternoon.

Warned Friends

The child, apparently had crossed the tracks and was standing on the north side of them, warning several companions not to cross when he was struck.

The accident happened about four o'clock, approximately 100 feet west of the Steel Equipment property along the main line of the CPR.

The train was an eastbound freight, Number 974, in charge of Conductor H. F. Rowe and Engineer Harry Holmes.

The youth was struck on the side of the head and is believed to have died almost instantly.

While the Investigation is still proceeding, police believed that the victim had crossed the tracks and was signalling to two companions. Wally Mathias, 8 and Ray Burnett, 8, both of Bronx Street, not to cross when he was struck.

Another companion, Lome Gogerat, 7, 849 Lee Street, Pembroke, was on the same side of the tracks, but some distance away from the victim.

Inspector Bert Dickie, Pembroke police, is conducting the Investigation and while no decision has been made, it was expected that an inquest would be held.

28/03/1955 *Ottawa Citizen**Chalk River**Sand Point*

Escapes Death When Train Hits Vehicle

ARNPRIOR (Special) Joseph Chateauvert, well known Arnprior business man and resident of Sand Point, escaped death by the narrowest of margins when his late model station wagon was completely demolished by a Canadian Pacific extra freight train at the Sand Point level crossing, six miles west of Arnprior, Saturday afternoon.

Mr. Chateauvert's station wagon stalled directly on the crossing in the path of the oncoming freight. When the engine failed he heard the train whistle and had just sufficient time to leap from the vehicle. The car was insured.

The accident is being investigated by the Renfrew Detachment, Ontario Provincial Police.

26/11/1955 *Ottawa Citizen**Chalk River**Pembroke*

Truck Plows Into Train, Driver Unhurt

PEMBROKE (Staff) A Pembroke man escaped injury about noon yesterday when the truck he was driving plowed into the side of a CPR passenger train on a Petawawa Township road, eight miles west of here.

Andrew Tytler, 273 Dickson Street, told police he was travelling north and slid into the side of the train when he was unable to stop on the icy road. The train Local No. 555, was westbound towards Petawawa at the time of the accident.

The front end of the delivery truck was heavily wrecked. Police estimate damage at \$800. Damage caused to the train was about \$100.

The accident was investigated by Constable I. M. Milner of the Pembroke detachment of the O P P.

20/12/1955 *Ottawa Citizen**Chalk River**Pembroke*

Escape Death

PEMBROKE (Staff) A Pembroke district man had a close brush with death and a truck was reduced to a total loss in a truck-train collision here last night.

Rushed to hospital where he was found to be suffering only from lacerations to the head and bruises to his chest and hip was Otto Amberger, RR 6, Pembroke.

Police said that Amberger's truck was struck by an east-bound CPR train at a level crossing on Forced Road.

Mr. Amberger was thrown clear by the impact and landed about 150 feet east of the crossing.

02/04/1956 *Ottawa Citizen**Chalk River*

Girl, 15 Victim Of Train

PEMBROKE (Staff) A 15-year-old girl was instantly killed and her 18-year-old brother is in hospital at Renfrew following a level-crossing crash about 14 miles east of here this morning.

High School Student

Phyllis Behm, RR 3, Cobden, died when the car in which she was a passenger was struck by an east-bound CPR train at a crossing near her home. She was a Cobden high school student.

Her brother, David Behm, 19, driver of the car, was taken to Renfrew by train crew immediately following the accident.

His condition is serious. Hospital authorities said he is in deep shock and suffering undetermined injuries. They are the children of Mr. and Mrs.

Henry Behm, who live on the Stephen Hill Farm in Westmeath Township.

The accident happened at 8.26 a.m. when Behm's car, proceeding south on a township road, was struck by the train enroute from Chalk River to Ottawa.

David Behm was driving his sister to work at a nearby farm when the tragedy occurred. The train struck the right rear fender of the car and threw the vehicle for a distance of 65 feet.

Thrown From Car

Both occupants were thrown from the car by the impact. The driver was found close to the vehicle while the body of the victim was about 123 feet from the crossing. The car, a 1948 sedan, was wrecked.

The scene of the crash was a few hundred yards, from the family home and was on a township road which intersects the railroad at right angles. A warning sign is at the site but there are no "wig-wag" signals.

Coroner Dr. T. P. Dodd, Pembroke, was called to the scene and had the body removed to the Malcolm and Deavitt Funeral Home. A post-mortem examination and an inquest are considered likely

Dr. J. E. Ritchie of Cobden treated the injured youth aboard the train.

Police investigation is being conducted by Sgt. Joseph Hanson. Cpl. Harold Peever and Constable John Cooper, provincial police, Pembroke.

Train Crew Absolved In Cobden Death

COBDEN (Staff) A coroner's Jury here last night at the inquest into the April 2 train-car accident that claimed the life of 13-year-old Phyllis Hehm of RR 3, Cobden, absolved the train crew of any negligence and found the tragedy was caused by failure of the car driver to see the train approaching.

The five-man jury deliberated only 10 minutes before bringing in the decision.

The young girl died instantly

14/12/1956 *Ottawa Citizen**Chalk River**Renfrew***Leap Saves Drivers From Train Crash**

RENFREW (Special)-Two Renfrew men narrowly escaped injury Thursday by jumping from the cab of a transport just before it was struck by a CPR passenger train. The accident occurred just before noon at the Munro Street level crossing here.

Gordon Harper, 33, of 339 Harry Street, driver of the Taggart Service Transport and his bother [sic] Bruce Harper of 31 Hinck Street, leaped from the cab only seconds before it was struck by east bound CPR train No. 8. The transport was proceeding south on Munro.

Police said they were not sure if the transport driver had not seen the train, or if the icy condition of the street had prevented the unit from stopping. The tractor portion of the unit sustained damage estimated at \$2,000. The trailer was not damaged.

Conductor of the train was J. L. Hussey of Ottawa, and the engineer was E. Carle of Ottawa.

The investigation was conducted by OPP Cpl. E. A. Hunter and Cons. George Widdows.

15/12/1956 *Ottawa Citizen**Chalk River**Arnprior***Trucker, 38, Killed At Crossing**

ARNPRIOR (Special) An Arnprior truck driver was instantly killed in a train-car crash while on his way to work early today.

Robert James MacMillan, 38, of McNab Township, was driving his 1948 model auto across the Division Street CPR crossing at the western extremity of Arnprior about 6.55 a.m. when his car was struck by a heavy eastbound CPR freight train No. 80.

The train, a double-header pulling 55 cars, struck the car at the right side of the driver's seat and dragged it on the pilot to Edward Street - about half a mile distant - where the train was brought to a stop.

Applied Brakes

Police said the train crew had applied the brakes on the train, which was preparing to stop at Arnprior, before the fatal crash.

Crew members of the train with two steam locomotives were: C. W. Gillespie, of Smiths Falls, engineer on the first unit; B. Walker, of Smiths Falls, engineer of the second unit, and Conductor I. Harris, of Smiths Falls.

Coroner Dr. J. L. Dauphinais, of Arnprior, viewed the body and said an inquest would be held.

MacMillan who was single, was a driver for the Dupuis Transfer of Arnprior.

The body is resting at the Boyce Funeral Home, Arnprior. Funeral arrangements have not been completed.

12/02/1957 *Ottawa Citizen**Chalk River**Carleton Place***Town Asks CPR Train Continued**

CARLETON PLACE (Special) Considerable concern was expressed by Town Council at their regular meeting Monday night over the intentions of the CPR to stop running train No. 555 between Ottawa and Chalk River in April. It supplies passenger and express service to Carleton Place and council asked the CPR to reconsider its decision.

In a letter to council, the CPR requested support in obtaining permission to carry express by truck so that express service would be carried on as usual. Deputy Reeve H. E. McNeely said he felt the request could be complied with, but Councillor Chester Maxwell thought that the taxpayers of the town would be against limiting rail service, especially for passengers and suggested that the CPR be asked to continue running the train.

"We probably can't stop them from taking this step anyway, so we might as well co-operate," said Councillor Bruce McDonald.

Councillor M. L. Okilman felt much the same, and added that it would be best to keep in good with the CPR because they may be able "to do us a favor some time, perhaps as regards industry."

It was finally decided that a letter be sent saying that Council had no objection to having the town's express delivered by truck, but they would appreciate consideration, regarding passenger service.

22/03/1957 *Ottawa Citizen**Chalk River***Speedy Rail Diesel Cars To Serve "Valley" Towns**

Fast-scheduled, self -propelled rail diesel cars will speed up Canadian Pacific passenger services on the Ottawa-Chalk River and Ottawa - Montreal (North Shore) lines, it has been announced in Montreal.

Frank Fortier, district passenger agent, who made the announcement said the service would become effective April 28. A Carleton Place town official told The Citizen that he has reason to believe that the CPR' "Dayliner" would replace the No. 555 and 556 trains, that supply passenger and express service to the town and district

The CPR about a month ago announced it intentions of dropping the service of the trains some time in April. The town council had expressed considerable concern over the CPR intentions.

Better Service

The town official said that merchants in Carleton Place had been approached by the CPR about a month ago and had been offered express service by truck to replace the No. 555 and 556 trains' service. "Dayliners" do not supply express service, he said.

The use of the CPR's efficient "Dayliners" between Ottawa and Chalk River will knock nearly an hour off the running time for conventional passenger trains.

"Dayliners" will leave Ottawa daily at 5.30 p.m., except Sundays, and arrive at Chalk River at 8.45 p.m. They will leave Chalk River at 1.30 p.m. and reach Ottawa at 4.55 p.m. On Sundays they will depart from Ottawa at 8.25 p.m. and arrive at Chalk River at 11.35 p.m.

71 Passengers

Schedules for the North Shore service to Montreal have not been determined yet

The type of Dayliner to be used -known as an RDC 2 - carries 71 passengers in an air-conditioned section and is capable of speeds up to 85 miles an hour. There is also a small baggage-express compartment.

The compact, stainless steel cars are also being introduced this spring on the Montreal-Sherbrooke-Megantic runs.

All three services begin on April 28, changeover date to summer schedules,

29/03/1957 *Ottawa Citizen**Chalk River**Carleton Place***Ottawan Jumps Just Before Train Hits Car**

CARLETON PLACE (Special) Charles E. Cole, 47, of 2203 Elder Street, Ottawa, narrowly escaped serious injury Thursday afternoon when his 1954 car was struck by CPR passenger train No. 553 at a level crossing here.

Approaching the crossing after rounding a curve at the Bates and Innes Woolen Mill, his car was on the track before he noticed the train, leaving him only time to jump. The car rolled over several times and was practically demolished.

Three Jump Before Train Strikes Car

RENFREW (Special) An Ottawa woman and two boys - one from Ottawa - narrowly escaped injury when a train hit their car seconds after they had jumped from the stalled vehicle about 10.15 Sunday morning.

The near tragedy occurred on Rhoddys Bay Road which is about two miles west of Braeside, Ont. Braeside is about 70 miles west of Ottawa. Mrs. D. R. Fraser of 337 Elgin Street, Ottawa, was driving the two boys one her brother John Collins. 17, of St. Catharines. Qnt., and John's friend, Michael Mcloche, 14, son of Mr. and Mrs. F. G. Meloche, of 51 Strathcona Street, to mass when the car stalled on the Canadian Pacific Railway tracks.

Train Approaching

The police reported that Mrs. Fraser could not get the car started again and an unidentified witness standing nearby called to the occupants in the car to jump as a passenger train was approaching. Parts of the car were scattered for about half a mile.

The boys were spending the holiday weekend at a summer cottage owned by Mr. and Mrs. Fraser at Rhoddys Bay, Ont

The engineer of the CPR train No. 80, eastbound to Braeside, was H. MacDonald and the conductor was J. L. Smith, both of Smiths Falls.

W. G. Milton of the OPP detachment of Renfrew investigated.

19/07/1957 *Ottawa Citizen**Chalk River***STEAM MAKES COMEBACK ON RAIL RUN**

PEMBROKE (CP) Business has been so good that the Canadian Pacific Railway has had to take its new train off the 130-mile Chalk River-to-Ottawa run. It puts its older, but more commodious, locomotive-drawn predecessor back into service.

The CPR started Dayliner service from Deep River two months ago. Passenger traffic grew so heavy that another unit was sought.

When added equipment was found unavailable, back on the line went the old locomotive-drawn train, and off went the Dayliner.

The Dayliner, a fast, single-unit train, seats 90 passengers. It has been filled with standing passengers on most of its trips.

CPR officials said the Dayliner will go back into operation once extra equipment is available.

11/11/1957 *Ottawa Citizen**Chalk River**Renfrew***Airman Hurt In Car-Train Collision**

RENFREW (Special) - 17-year-old airman is in Victoria Hospital here suffering from injuries received when his car was struck by a train Saturday afternoon. His condition is critical.

Ronald Wallace, stationed at St. Johns, Que., suffered multiple scalp injuries and bruises. He was treated by Dr. William Burwell.

Wallace's car was struck at the Raglan Street level crossing by as east-bound CPR dayliner. The driver was proceeding north on Raglan Street at the time and was returning from a visit with his parents, Mr. and Mrs. Ronald Wallace at Burnstow.

The car was demolished.

Conductor of the dayliner was L. McFadden of Smiths Falls and the engineer was L. V. Greenlaw of Ottawa.

The accident was investigated by Sgt. T. A. Wark and Const. Joseph Paquette of the Renfrew Police Department.

26/11/1957 *Ottawa Citizen**Chalk River**Gladstone Avenue***No Injuries In Car-Train Collision**

A car-train collision on Gladstone Avenue near Standard Bread Company last night resulted in only minor damage to the car involved and no injuries to the driver.

Mrs. Winnifred Rosewarne, 64, of 475 Broadview Avenue, told police she had stopped for the crossing, then proceeded.

"I didn't see the train 'til I was in front of it," the driver recalled to police.

CNR brakeman Eric Low of 394 Brant Street, Eastview, said he had blown his whistle and noticed the westbound car on Gladstone stopped at the crossing.

Police estimated damage to the car at \$100.

Const Joseph Cardinal of No. 2 Station investigated.

18/10/1958 *Ottawa Citizen**Chalk River**Renfrew***Uninjured As Train Hits Car**

RENFREW (Special) A Renfrew man narrowly escaped serious injury Friday afternoon when his auto was struck by the CPR dayliner at the Munro Street level crossing.

Ronald Desjardins, 25, of 47 Lisgar Street suffered light shock when his auto was spun around twice and carried more than 15 feet down the track.

The car was wrecked.

Renfrew police said Desjardins was travelling south on Munro Street East when the car was struck by Ottawa-bound train No. 260. The train hit the front of the car. The car sheared off a level crossing sign.

Desjardins told police he saw the train approaching. He applied his brakes but was unable to stop because of the slippery pavement. It was raining at the time.

Engineer of the train was Eugene Picke of Ottawa.

The accident was investigated by Renfrew Police Const. Peter Russell.

03/02/1959 *Ottawa Citizen**Chalk River**Petawawa***Train Kills Petawawa Teacher, 23**

PETAWAWA (Special) - A 23-year-old school teacher from Camp Petawawa suffered fatal injuries last night when her car was in collision with a westbound CPR train.

Mamie Marie Huttunen, a kindergarten teacher at Pinecrest School died at 11 p.m., army doctors vainly attempted to save her life by four hours of emergency operations.

Train engineer Emile Carle of Smiths Falls said it looked to him as though the car had skidded on the ice-coated street before coming to a stop on the crossing, in the path of the train.

The seven-car main transcontinental passenger train had just pulled out of the Pembroke station 13 minutes before, and was travelling at a speed between 65 to 70 miles an hour at the time of the collision.

There are no wig-wag signals at the crossing in the heart of the village, but visibility is good and unobstructed.

The young teacher, a native of Port Arthur, had just left her boarding-house to attend a community choir practice in Pembroke.

The train carried the car for 400 yards, and ripped the front part from the car body, hurling it ahead for 50 yards.

The young woman had to be freed from the car. She was pinned behind the wheel. The train was delayed for 45 minutes..

The train conductor was Arthur Cauchy. OPP Cpl. Vince Coffey and Constable Roy Wilston of Pembroke investigated.

Rifle Shot Hits Train

PEMBROKE (Special) Pembroke police believe a shot fired at a CPR engineer last night may be connected with Monday's fatal train-car crash at Petawawa.

The engineer, A. P. Nevton, was in charge of a train on the same run as the train which hit a car, killing Miss Maimie Huttunen, 23-year-old Camp Petawawa school teacher.

The shot, believed to be from a 22-caliber rifle, smashed the window in the engine's cab.

The train was passing the foot of Pembroke's James Street a few minutes after pulling out of the Pembroke station at 6.50 o'clock.

04/05/1959 *Ottawa Citizen**Chalk River**Alexandria*

At Almonte

Tries To Free Bike Boy Killed By Train

ALMONTE (Special) Donald Cochran, age 10, died in the Rosamond Memorial Hospital shortly after 6 p.m. on Saturday as a result of injuries he received when struck by a diesel engine west bound freight train at 3.15 Saturday afternoon.

The young boy was apparently trying to free his bicycle which was caught in the tracks at the Bridge Street crossing in Almonte.

Rushed to the hospital by Kerry-Scott ambulance, he was attended by Dr. Otto K. Schulte. It was discovered he was suffering from multiple fractures, internal injuries and shock.

The boy was conscious at times but died three hours after the accident occurred.

Coroner Dr. A. A. Metcalfe said an inquest would be held.

OPP Constable Keith Crockford of the municipal detachment investigated.

Conductor of the train was Gerald Smith and the engineer was John Leach, both of Smiths Falls.

17/07/1959 *Ottawa Citizen**Chalk River**Petawawa*

Train Kills Soldier At Petawawa

PEMBROKE (CP) -Tpr. Morton W. Downey, 27, of Fort William, Ont., was killed Thursday when struck by a westbound Canadian Pacific Railway passenger train near the Petawawa Military Camp 20 miles west of here.

Police said the soldier, who was stationed at Petawawa with the Fort Garry Horse, appeared to have been walking or sitting on the track when hit by the train.

03/10/1959 *Ottawa Citizen**Chalk River**Haleys*

Train-Car Crash

Calumet Island Woman Level Crossing Victim

RENFREW (Special) A 52-year-old woman died in Victoria Hospital here late yesterday afternoon a little more than an hour after the car in which she was a passenger was struck by a train at Haleys Station, nine miles west of here.

Mrs. Rosa Rement of Calumet Island, was pronounced dead by Coroner Dr. L. J. Mulvihill about 5.30 p.m.

Two other occupants of the car, Mr. and Mrs. August Lemay, are in Victoria Hospital. Mr. Lemay, 58, believed to be driver of the car, is being treated for internal and head injuries and his condition is described as serious. His 51-year-old wife is being treated for severe shock.

Police said the trio were travelling south on the Portage du Fort road when their car was struck at a level crossing at Haleys Station, about 50 yards from Highway 17, by CPR Dayliner Number 260 travelling from Chalk River to Ottawa. The accident occurred at 4 p.m.

The car was hurled 60 feet by the impact and rolled over, coming to rest on its roof. The vehicle had to be turned over to remove the occupants.

The injured were brought to hospital here by McPhail and Perkins Ambulance and were treated by Dr. G. B. Burwell and Dr. Douglas Guest.

Mrs. Rement's body was taken to the W. J. Hayes Funeral Home in Shawville.

Conductor of the train was Ewen Kerr of Smiths Falls and the engineer was Kenneth Cope of Ottawa.

Investigation is continuing under Renfrew OPP Constable George Widdows

21/10/1959 *Ottawa Citizen**Chalk River**Haleys*

Man Charged After Death At Crossing

RENFREW (Special) - A charge of careless driving is to be laid against August Lemay, 58, of Calumet Island, Que., in connection with the train-car accident October 2 that took the life of a Calumet Island woman, Mrs. Rose Emond, 58.

Coroner's jury, ruled Monday night that the accident was caused "by an error in judgment on the part of the automobile driver."

Lemay was the driver of the auto that was struck at the level crossing at the Portage Du Fort Road at Haley by a CPR dayliner.

Lemay told the inquest he had seen the train coming as he approached the crossing but thought he could get across safely. He said, "When I went to give the car gas it had no power, and stalled on the tracks."

30/10/1959 *Ottawa Citizen**Chalk River**Haleys*

Freight Train Hits Car

One Killed In Level Crossing Collision

RENFREW (Special) One man died and three others were injured following a level crossing accident nine miles west of here at 4.10 p.m. Thursday.

Joseph Szaiai, 28, of 177 Garden St., Pembroke, died minutes after arriving at Victoria Hospital here. He was pronounced dead at 4.45 p.m. by Renfrew County Coroner Dr. L. J. Mulvihill. A post mortem conducted by Dr. Douglas Guest of Renfrew revealed the cause of death to be a massive internal hemorrhage.

Szaiai was one of four passengers in a car struck at the Portage du Fort Road level crossing at Haley by a CPR eastbound freight.

Frank Levai, 24, was treated at Victoria Hospital for lacerations of the face. Steve Verja, 23, was treated for abrasions to the body and right arm.

John Jurak, 23, driver of the car, was treated for lacerations above the right eye. All three men live at 177 Garden Street, Pembroke.

The accident was investigated by OPP Constable Vincent Price who said the car was travelling south toward Highway 17 when it was struck by the slow moving freight.

The car was slammed into the northwest ditch some 20 feet from the crossing.

Sun In Eyes

Driver of the car John Jurak, told police that the sun was shining brightly in his eyes and he didn't see the crossing or train until he was on the tracks. Damage to the 1956 model car owned by Joseph Gerencser of 279 Lome at Street, Sudbury, was estimated at \$1,000. Police said the train was travelling only about five miles an hour.

The engineer of the train was Harry Wagner, 37, of Smiths Falls, and the conductor was Ethan Row, 44, also of Smiths Falls.

An inquest will be held but the date, has not yet been set.

The crossing was the scene of another level crossing accident, October 2, that resulted in the death of Mrs. Rose Emond, 58, of Calumet Island, Quebec,

Train Rams Pram; Baby Unscathed

CARLETON PLACE (Special) A CPR train hit a baby carriage here last night and smashed it. But the baby inside, one-year-old Pattie Lynn McCoy was thrown out 10 feet and escaped unhurt.

The mother, Mrs. W. Charles McCoy, was pushing the carriage home over the Moor Street crossing, 500 feet north of the station when she was seen to stop and stoop down to pick up a toy.

The crossing is an open one with good visibility in either direction.

She did not see the approaching CPR Canadian passenger train.

It struck Mrs. McCoy and rammed the carriage which was completely wrecked. The wheels and handles were carried along underneath the engine's cowcatchers.

Mrs. McCoy, who had been visiting her mother on Beckworth Street, received bad cuts to the side of the face and her legs.

Mother and daughter were taken to Carleton Place and District Memorial Hospital. After observation, the baby, her only child, was released. Mrs. McCoy was detained.

27/12/1960 *Ottawa Citizen**Chalk River**Braeside*

Aftermath of Braeside Car-Train Collision

Father Killed, Son Hurt In crash

BRAESIDE, Ont. (Special) Basil Edward Roberts, 38, of this small community about 40 miles west of Ottawa, died Christmas night when his car crashed into the CPR's crack eastbound Canadian.

In Ottawa Civic Hospital today in serious condition is a son, Clifford Roberts, 6. He is suffering severe face lacerations and other unknown injuries. Mr. Roberts' 1947 Chevrolet was northbound on Arthur's Hill, Braeside, when it hit the train at the crossing near Gillies Brothers Lumber Company office and yards.

Coroner Dr. J. L. Dauphinais said there would "probably be an inquest."

The accident happened about 5 p.m. Mr. Roberts died a short time later in hospital.

George Franklin, 51 Warren Avenue, Ottawa, was the engineer of the train, and Lorne Kerr, 43 Rideau Avenue, Smiths Falls, was the conductor.

Sgt W. G. Milton and Constables R. G. Merley and V. H. J. Price of the Renfrew OPP investigated.

The victim has been employed as a shipper for the past nine years at a Braeside lumber mill. During the Second World War he served overseas with the Royal Canadian Engineers and was taken prisoner by the Germans. However, he managed to escape and fled to the British.

He is survived by his wife, three sons and one daughter, all residing at Braeside.

17/05/1961 *Ottawa Citizen**Chalk River**Snedden*

Three Die In Car, Train Accident

SNEDDEN (CP)-Three members of one family were killed Tuesday evening in a level-crossing accident in this tiny village 30 miles west of Ottawa.

Dead are Kenneth McPhail and his wife Georgette, both in their 20s and Mr. McPhail's father, Robert, in his 60s.

Mr. and Mrs. McPhail both work in the nearby village of Almonte and were being driven home by Mr. McPhail's father when their car collided with a CPR westbound freight from Smiths Falls.

The younger McPhails have five children at home

17/05/1961 *Ottawa Citizen**Chalk River**Snedden*

Three Almonte Residents Are Killed As Freight Train Rams Into Truck

By Doug James Citizen Correspondent

ALMONTE (Special) - Three members of a well-known Almonte family died last night after a CPR diesel demolished their small truck at a level-crossing two miles north of here.

Dead are: Robert (Bob) McPhail, 61, a farmer at RR3 Almonte; Mr. Kenneth McPhail, 28, same address, an employee at Simpsons-Sears Ltd. in Ottawa; and leave five young children.

Police said the accident happened about 7 p.m. as the McPhail half-ton pickup truck driven by the elder Mr. McPhail crossed railway tracks over the gravelled private lane leading into the family farm.

The late model vehicle was dragged 1,500 feet and ripped to pieces by the long freight train.

Mr. McPhail is believed to have driven to Almonte to pick up his daughter-in-law, who works at the C. J. Newton law firm, and his son who takes a train from his Ottawa job. The elder McPhail was seen with the young mother when they stopped at Irvail Motors Service Station a short time before the accident. It is believed the couple picked up Kenneth and started home.

Hit "Dead Centre"

The victims had just turned off the 10th Line of Ramsay Township heading east when the northbound CPR freight train smashed into the truck "dead centre," according to police. The McPhails died within minutes of the impact.

Engineer of the train was Wilfred Mogan, 39, of 32 Condie Street, Smiths Falls, and Maurice Fagan, 47, of 132 Main Street East, Smiths Falls, was conductor. The train, No. 911, was bound from Smiths Falls to North Bay.

Dr. J. K. King, Almonte, was called to the scene. Coroner Dr. A. A. Metcalfe examined the bodies and said an inquest will be held.

The victims were taken to Kerry Funeral Home, Almonte.

No Witnesses

Visibility at the fatal crossing is good. There were no witnesses to the collision. Traffic on the 10th Line was delayed an hour and a half.

26/05/1961 *Ottawa Citizen**Chalk River**Snedden*

Jury clears train crew of 3 deaths.

Almonte - A coroner's jury last night attached no blame in a May 16 truck-train crash that killed three persons. - demolished by a westbound CPR freight two miles north of here.

The three died at the scene.

The crew of the two-engine diesel unit said the 60-car train had been travelling at between 40 and 50 m.p.h. As it neared the crossing over the McPhail farmlaneway, the train horn and bell were sounded.

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Confesses Murder**Statement Brings Probe Into 1919 Pembroke Death**

PEMBROKE (Special) A 42 year-old mystery was revived here yesterday after an elderly man told Provincial Police at Wawa, Ont., that he had killed a Pembroke tobacconist in 1919.

Police did not release the name of the man, aged 66, but it is believed he had been living near Wawa, about 100 miles north of Sault Ste. Marie. The criminal Investigation Branch in Toronto was contacted, and has decided to investigate the man's story.

Body On Tracks

The supposed victim has been identified as Michael Legge, 54, whose mangled body was found in the early morning of July 8, 1919, on the CPR tracks here. The body had been cut to pieces by a passing train.

A coroner's jury at the time brought in a verdict of accidental death, but The Pembroke Observer reported rumors of foul play.

The victim, a successful operator of a tobacco store, was reputed to have carried large sums of money on his person, but only \$5 was found in his clothing when the body was discovered.

Seen With Man

Legge was reported to have closed his shop at 11 p.m. on the night before his death and been seen talking to an unidentified man at midnight.

Inspector Bert Dickie and Sgt. Huntley Munroe of Pembroke left for Wawa today to discuss the case with police there.

OPP Checking

SAULT STE. MARIE, Ont. (CP) Provincial police said Tuesday they are checking the story of a 66 year - old man who walked into their offices at Wawa Monday and told them he killed a man in Pembroke in 1919.

Police refused to release the name of the self - confessed killer or his alleged victim. It was believed he had been living near Wawa, on the east shore of Lake Superior about 100 miles north of the Soo.

SAULT STE. MARIE, Ont (CP)-Insp. Bert Dickie of the Pembroke Police Department was expected here today to take over questioning of Hawk Junction man about a death 42 years ago.

Provincial Police were hold ing a 65-year-old man for Insp. Dickie.

He was to be questioned in the 1919 death of 54-year-old Michael Legge of Pembroke. Pembroke police said no charges had been laid against the man. .

APPEARS VOLUNTARILY

He was detained by OPP at Wawa, about 100 miles north of here, after he went to them voluntarily in connection with the Legge death,

Legge, owner of a tobacco store in Pembroke, was found cut to pieces on a railway track near Pembroke July 8. 1919. He apparently had been hit by a train and crushed under its wheels. A coroner's jury ruled his death accidental.

After the man went to police at Wawa, a letter was sent to Pembroke and he was. released. He was detained again today.

The man said in an interview with a reporter yesterday that he talked to police about the Legge death "because of a promise I made to my father."

He wanted to "get the whole thing" off his conscience, he said in the interview.

He told the reporter he was angered by Legge and punched him.

"He fell on the railroad track," he said.

He said in the interview he had revealed his secret to his father and promised that one day he would talk to a clergy-man or police authorities.

"My parents and my wife are dead now so there is no one I can hurt by telling my story,-" he said.

At Pembroke old-time residents recalled that although the coroner's inquest ruled the death accidental, there, had been a feeling that all the circumstances had not been available at the time and that death of Mr. Legge was due to more than death by being hit by a train.

Murder Charge Revives Pembroke Case

(See Picture On Page 5)

PEMBROKE (CP) Delmar O'Brien, 61, today cast doubt on his brother's story to police of having slain Michael Legge here 42 years ago. Mr. O'Brien said his brother, Clifford, 66, is addicted to "telling tall tales, especially when he is drinking."

SAULT STE. MARIE, Ont. (CP) Clifford O'Brien, 65, was charged Wednesday (23/08) with murder in the death of a Pembroke tobacco store owner 42 years ago.

Inspector Bert Dickie of the Pembroke police department laid the charge in the death of Michael Legge, 54, after a lengthy talk with O'Brien. He said O'Brien will be taken to Pembroke.

O'Brien known around his residence at Hawk Junction as "the professor" because of his neat appearance and stimulating conversation was arrested by provincial police at Wawa, about 100 miles north of here, after he went to them voluntarily in connection with the Legge death.

Was Ruled Accidental

Legge was found cut to pieces on a railway track near Pembroke in 1919 after apparently being hit by a train and crushed under its wheels. A coroner's jury ruled at the time that the death was accidental.

O'Brien said in an interview with a reporter Tuesday that he talked to police about the Legge death "because of a promise I made to my father." He said he wanted to "get the whole thing" off his conscience.

He told the reporter he was angered by Legge, punched him and "he fell on the railroad track."

He said in the interview he had revealed his secret to his father and promised that one day he would talk to a clergyman or police authorities.

"My parents and my wife are dead now so there is no one I can hurt by telling my story," he said.

O'Brien lives in a hotel at Hawk Junction, near Wawa, supporting himself with a pension and occasional house painting jobs.

In Pembroke, older residents recalled Legge as a man who liked to carry large sums of money which he flourished in public.

J. E. Wallace, 80, a retired merchant, said he operated a shoe store opposite Legge's tobacco shop at the end of the First World War.

"Legge was a character," Mr. Wallace said. "He knew and spoke to everyone. He carried money in a huge roll and liked to flourish it in public."

A nephew of the victim, Leonard Legge, 68-year-old trainer of harness racing horses, said police at the time of his uncle's death held two men for questioning but both had been released. Newspapers of the day reported that foul play had been suspected, although the coroner's jury returned an accidental verdict.

PEMBROKE CP) delmar O'Brien, 61, Wednesday cast doubt on his brother's story to police of having slain Michael Legge here 42 years ago. Mr. O'Brien said his brother, Clifford, 66, is addicted to telling tall tale, especially when he is drinking".

"He has been telling tales of having murdered a man for years," Delmar O'Brien told reporter. "But he likes to tell tall tales of all kinds."

NO PLANE CRASH

He added: There was always an inkling of truth in his stories as when he told us of being injured in a plane crash. What actually had happened was that he had hurt his back and was flown to a hospital by plane.

"He would take a fact and build a story around it,"

Clifford O'Brien was described by his brother as "an erratic man, a great talker and a writer of poetry and short stories"

Mr. O'Brien said his brother had wandered about the country since shortly after World War I working mostly as a house painter.

At various times he had worked for his father, a market gardener, and had operated a service station and a small dairy. He moved from Pembroke to Sudbury in the late 1930s and had gone from there to Hawk Junction, north of Sault Ste. Marie.

BROUGHT TO PEMBROKE

Clifford O'Brien was charged Wednesday with murder in the 1919 death of Legge, a Pembroke tobacco store owner, and was brought to Pembroke from Sault Ste. Marie yesterday.

He was brought by police from Sault Ste. Marie to Renfrew County Jail. On arrival he was taken before Justice of the Peace Susan Thorpe, and remanded to Monday for preliminary hearing.

TWO TRIED

Legge was found dead on the morning of July 8, 1959 [sic], after apparently being crushed under the wheels of a train. Although a coroner's jury ruled at the time that the death was accidental, newspaper reports from September of the same year show that two men were charged with murder in the case but the charges were dropped.

Files of the Pembroke Observer for September 11 of that year report that murder charges were laid September 8 against men known as Mexican Jack Calder and Michael McNeill.

CHARGES DISMISSED

Calder was an itinerant bush worker and McNeill a newly discharged veteran of World War I. The charges were withdrawn for lack of evidence when the men appeared in court a week after their arrest.

The newspaper reported that stains on a knife found near Legge's body had not been identified as human blood and that no fingerprints were found at the scene.

O'Brien, dressed in a grey suit, shirt and tie, seemed perfectly calm and under control allowing photographers to take several shots, as he was escorted to the jail. He told reporters that he had punched Legge and "he fell on the railroad tracks."

Remand O'Brien On Murder Count

PEMBROKE (Special) Clifford O'Brien, 65, charged with the 1919 murder of Pembroke tobacconist Michael Legge, returned here yesterday to await trial.

After arrival from Sault Ste Marie, Ont, in police custody, he was brought before Justice of the Peace Susan Thorpe and remanded until Monday for a preliminary hearing before Magistrate W. K. MacGregor.

Appearing relaxed and under control in a grey suit, shirt and tie, O'Brien freely allowed photographers to take shots as he was escorted to Renfrew County Jail.

CPR cuts service to Chalk River.

Renfrew - Renfrew Town Council was advised Tuesday evening by the CPR that the dayliner service between Chalk River and Ottawa would be discontinued Oct. 29.

In answer to an inquiry by Mayor Harry Young, the railway said the run was not used enough to pay for fuel and wages and felt it had no alternative.

The train made a daily return trip to Ottawa. It left Chalk River at 12.40 p.m., arriving in Ottawa at 3.25 p.m. EST and leaving Ottawa at 5.15 p.m. and arriving Chalk River at 8.05 p.m.

This leaves the only passenger service on this line to the CPR's two transcontinental trains Numbers 1 and 2 and 7 and 8 which do not serve the smaller points.

A Board of Transport Commission official said this is a reduction in passenger service and not discontinuance, and does not need board approval. However, the board does have the power to order the CPR to continue the service if sufficient complaints are received by the Board. The railway must post notices of the reduction of service, in railway depots, 20 days prior to the proposed stoppage.

The change is effective in new timetables, on the same day as daylight Saving Time is dropped for the summer.

Adjourn Case Of Admitted Murder

PEMBROKE (CP) Clifford O'Brien, 65, charged with murder in connection with a death that occurred in 1919, was remanded to Oct. 27 for preliminary hearing.

O'Brien was charged Aug. 23 with the death of Michael Legge; a Pembroke tobacconist found dead July 8, 1919, after apparently being crushed under the wheels of a train. A coroner's jury at the time ruled the death accidental.

The arrest was made at Wawa, Ont., after O'Brien made a statement to police.

He told reporters he had punched Legge who "fell on the track." He said he had given himself up to police "because of a promise I made to my father" before his death.

O'Brien's brother, Delmar, 61, has dismissed the story as "a tall tale."

Chalk River Dayliner Ends Sunday

Beginning of the CPR's winter schedule for passenger trains Sunday will bring an end to the Ottawa-Chalk River Dayliner run, railway officials announced yesterday.

When the CPR first announced discontinuance of the run, there were several protests from Pembroke's council, chamber of commerce and retail merchants' association.

The Ottawa Valley will still be served by two eastbound and two westbound CPR transcontinental trains daily.

The Canadian (Nos. 1 and 2) will make flag stops at Carleton Place, Arnprior, and Renfrew, instead of the present conditional stops, to entrain or detrain long-haul passengers.

The Dominion (Nos. 7 and 8) will make regular stops in the three centres.

Man Killed At Crossing Saying Car

ALMONTE (Special) An attempt to flag down a Canadian Pacific Chalk River Dayliner to save a 1954 model car cost a Carleton Place man his life last night.

Errol R. Stanzel, 69, a retired storekeeper, died instantly when he was struck by the fast-moving train. The accident occurred at 7.04 p.m., a mile south of Almonte. OPP at Perth who investigated said that the car was stalled on the RR tracks and from the evidence it appeared Mr. Stanzel was trying to flag down the train. The car was demolished.

The west - bound train was driven by Engineer Lyman E. Payne of 1150 Agincourt Rd., Ottawa. The accident was investigated by Sgt. H. H. Peever and Cnst. Gordon Nontell of the Perth Provincial Police detachment.

15/03/1962 *Ottawa Citizen**Chalk River**Pembroke murder***Manslaughter Trial****Prisoners Statement Admitted As Evidence**

PEMBROKE (CP) The Crown submitted as evidence in Ontario Supreme Court Wednesday a statement by 66-year-old Clifford O'Brien saying he killed a Pembroke tobacconist 43 years ago after the man made homosexual advances.

O'Brien made the statement to police at Wawa, Ont., last August after giving himself up for allegedly killing Michael Legge in 1919. He is charged with manslaughter.

Legge's [sic] mangled body was discovered on railway tracks here. A coroner's jury at the time called the death accidental. Two men, later charged with murder, were released for lack of evidence.

OPP Constable Grant Hill of Wawa read Wednesday portions of the statement made to him by O'Brien when he went to police last year.

Looked At Boat

In it, O'Brien said he had been negotiating with Legge to buy a boat and on the night of the death went to have a look at the craft.

O'Brien's statement said. Legge made homosexual advances en route and O'Brien knocked him unconscious and dragged his body across the tracks. He said a train was coming at the time and he watched it run over the man.

A true bill of manslaughter was turned in Wednesday against the part - time house painter from Wawa, Ont., after a charge of capital murder in the 1919 death was dismissed by the Supreme Court of Ontario jury.

Two other witnesses at the Ontario Supreme Court trial said O'Brien had told them the same death story earlier.

Rev. George Bombay of Meaford, Ont., said O'Brien went to him some time between 1933 and 1936 when he was Pentecostal minister in Pembroke.

Returned Later

Mr. Bombay said O'Brien was drunk when he told the story but returned a few days later when he was sober to say it was true.

The minister said he asked O'Brien to go with him and tell the story to police but O'Brien refused because he had a wife and two children.

"But he promised me then that he would make a confession before he died," said Mr. Bombay.

Mr. Bombay said he had told O'Brien's father about the incident but that he refused to believe it.

Similar Story

The accused told a similar story to Brigadier Joshua Monk, Salvation Army director of a clinic for alcoholics where O'Brien was treated in 1960.

Brig. Monk testified that O'Brien had been drinking heavily and he could not quite accept the story because of O'Brien's condition.

Brig. Monk said O'Brien had a guilt complex for failing to live up to the strong religious beliefs he had been taught as a young man. It was reasonably common, he said, for people in O'Brien's position to greatly exaggerate their own sense of guilt.

16/03/1962 *Ottawa Citizen**Chalk River***Last train runs to Chalk River.**

Saturday and Sunday will be the last runs of CPR trains to Chalk River from Ottawa. Train Number 260, 265 will make their final runs on Saturday and number 267 its final run on Sunday.

The decision to cancel the CPR service to Chalk River was made two months ago and permission was granted by the Board of Railway Commissioners. The railway gave declining Ottawa - Chalk River traffic as the reason for the cancellation.

16/03/1962 *Ottawa Citizen**Chalk River**Pembroke murder***Freed Man Heads Home To Pension, Odd Jobs**

PEMBROKE (CP) - Clifford O'Brien, 66 - year - old house painter and odd jobs man, walked out of court here a free man Thursday (15/03) after being acquitted of manslaughter in the death of a Pembroke tobacconist 43 years ago.

The Supreme Court Jury, which twice returned to seek redirection on legal points, returned its verdict of not guilty after being out for 3 1/4 hours. Thus ended a case that began in 1919 when the mangled body of Michael Legge was discovered on the railway tracks in this Ottawa Valley community after being run over by a train.

A coroner's jury at the time ruled the death accidental, though two men later were charged with murder but released for lack of evidence.

That was how things stood until one day last August when O'Brien walked into a police station at Wawa, about 100 miles north of Sault Ste. Marie, and voluntarily gave himself up in connection with the long-forgotten case.

O'Brien told police he had killed the tobacconist after the man had made homosexual advances. The house painter was charged with murder and brought here for trial.

When the trial opened this week the jury dismissed the murder charge, but returned a true bill on the manslaughter incident.

Mr. Justice D. R. Morand, in his address to the jury Thursday said it would have to decide whether O'Brien had committed an "unlawful blow," whether the accused had actually placed Legge on the railway track, and whether the victim was dead or alive when run over.

Defence counsel Thomas G. Edmonstone of Renfrew, Ont., had argued that there had been variations in O'Brien's accounts of the incident as related by police and other witnesses.

He said the Crown had not fully established whether O'Brien had dragged Legge onto the tracks, or that he actually hit him and left him.

O'Brien plans to return to Hawk Junction near Wawa, where he wants to spend the rest of his life on his old age pension, and continuing to do the occasional odd job.

Freed In 1919 death, Man Dies At Pembroke

Clifford O'Brien, 66, acquitted March 15 on a manslaughter charge, died in Pembroke last night.

Police are investigating, and an autopsy was to be held today to determine the cause of death.

He came into news prominence last August when he voluntarily gave himself up to police in Wawa, a small town, about 100 miles north of Sault Ste. Marie, in connection with the 1919 death of a Pembroke tobacconist.

The mangled body of Michael Legge was found after being run over by a train. O'Brien told police he resisted homosexual advances by Legge, knocking him unconscious and leaving his body across some railway tracks.

Two Charged

A coroner's jury at that time ruled the death accidental. Two men were charged with murder later but released for lack of evidence.

This month a grand jury dismissed a murder charge against O'Brien but returned a true bill on a charge of manslaughter. He was later acquitted of this charge also.

Last night O'Brien died from what police described as "natural causes, possibly heart failure".

Complained Of Pains

"He had been complaining of stomach pains all day," said Const. R. M. Ritchie of the Pembroke town police.

Mr. O'Brien at the time of his death was in his room at the New Windsor Hotel.

An autopsy was to be performed today by Dr. T. P. Dodds,

07/05/1962 *Ottawa Citizen**Chalk River**Pembroke*

Shot Fired Into Train At Pembroke

PEMBROKE (Special) -The Pembroke police are today investigating the firing of a rifle at approximately 5.20 this morning at the eastbound

Canadian Pacific Railway transcontinental train Dominion No. 8. The shot went through a coach window narrowly missing a lady passenger.

Conductor F. J. Quirk of North Bay did not stop the train beyond scheduled time but reported the incident to Pembroke police. An investigation is, underway directed by Inspector Bert Dickie.

11/05/1962 *Ottawa Citizen**Chalk River**Pembroke*

No Bullets Hit Trains At Pembroke

PEMBROKE (Special) An investigator for the CPR in Ottawa stated today that reports of a bullet fired at the "Dominion" passenger train, as it passed through this area, were incorrect.

G. E. Proulx, member of the railway's police force, said that an investigation has revealed that two small Stafford Township boys had thrown stones at the speeding train before it reached here.

Authorities doubted that any disciplinary action would be taken because of the ages of the two small boys.

No explanation has been advanced as to why the Boys would be up and near the railway tracks at 5 a.m.

There were two instances involving the train, one last Saturday and the second on Monday. Police reported that small indentations were found on the metal sides of two coaches.

01/06/1962 *Ottawa Citizen**Chalk River**Carleton Place*

Fire Halts CPR Diesel Locomotive

CARLETON PLACE (Special) Fire broke out around 9.30 last evening in one of three diesels pulling a 61-car CPR freight train just south of Carleton Place near the 11th Line crossing.

Carleton Place firemen answered the call and with the assistance of the train crew managed to move the burning diesel away from the rest of the train and extinguish the fire.

About 200 people and 50 to 80 cars converged on the scene to watch the blaze which could be seen for some distance.

As yet there is no word as to what might have started the fire. There are two theories: one, that the diesel engine became overheated and two, trouble with the wiring system.

Following the fire, which caused considerable damage, the diesel unit was hauled to Smiths Falls and returned to the roundhouse where it will await inspectors to determine the cause of the fire.

The train was on its way from Chalk River to Smiths Falls.

27/07/1962 *Ottawa Citizen**Chalk River**Almonte*

ICECREAM HALTS TRAIN TWO HOURS

ALMONTE (Special) - The CPR Dominion, bound for Montreal, was delayed and Highway 44 blocked two hours here this morning by ice cream.

A milk transport carrying 15 tons of ice cream mix became detached from its cab, stranding the tank trailer across the CPR tracks near the Producers Dairy plant.

Local tow trucks could not budge the heavy load and help had to be summoned from Antrim.

Two hours later, about 6 a.m., the Dominion rolled eastward and highway traffic resumed.

Thug Slugs CPR Agent Here And Grabs Co. Money

The first armed robbery in the history of most Almonters occurred here Wednesday afternoon around 2.30 when an armed man forced 52 year old station agent, Lawrence M. Dixon, to turn over the cash in the till and the safe. The amount taken was \$75.90. The figure would have been a great deal higher had the bandit struck earlier in the afternoon as the agent had made a bank deposit a short time before the incident.

According to Mr. Dixon a man described to be in his early 30's appeared at the wicket in the station inquiring as to the time of the next train to Ottawa. The agent gave the man the information and then turned back to work at his typewriter with his back to the wicket and the door leading into the office.

The next thing he knew the door into the office opened and before he could turn to see who had entered a gun was stuck in his back. The lone gunman told Mr. Dixon not to turn around and then directed him to get the money out of the till and then the safe, all the time standing directly behind him.

After the money had been pocketed the assailant directed Mr. Dixon to show him where the basement was. It was in the basement that the bandit asked him for a piece of rope. At this moment Mr. Dixon turned around enough to catch a glimpse of the gunman before he was hit on the head with the gun and rendered unconscious.

When he came to a short time later he found his legs tied together with his own belt. He hobbled up the stairs and into his office where he called the freight agent, Mr. Dan O'Neill, who was in another building across the tracks from the station.

The police were notified immediately as was a doctor. In a very short time the OPP from Almonte and Perth had road blocks up around the town but at the time of going to press no arrests have

Continued on page four

Thug Slugs

Continued from page one

been made.

Mr. Dixon was taken to the Almonte General Hospital in Dr. J.K. King's car, where he was treated for head wounds and then released. It took seven stitches to close the wound.

The station agent gave the investigating police a good description of the man and said he could identify him if he ever saw him or a photo of him. OPP Constable William Freeth of the Almonte detachment is in charge of the investigation assisted by OPP Constable Roy Dawson of the Criminal Investigation Branch and John Cooper of the Identification Branch from Perth.

11/10/1962 *Ottawa Citizen*

Chalk River

Almonte

Station agent at Almonte slugged, robbed by bandit

ALMONTE - A smiling bandit robbed the Canadian Pacific station agent here Wednesday afternoon, then slugged him with a gun and escaped. The bold daylight attempt, in the centre of this valley town of 3,300 people, netted only \$75. The day's receipts of about \$700 had just been banked. The robber, about 30 and of slight build, is believed to have escaped on foot. Although several persons were within a stone's throw of the station at the time, none saw him come or go.

"He was a cool customer and a quick thinker," said station agent Lawrence Dixon. "He was smiling whenever I looked at him."

Mr. Dixon, 52, and with a heart condition, suffered a two-inch gash on the back of his head. The bandit forced him into the cellar, stunned him and tied his legs with his belt before fleeing.

The agent had just returned from the bank at 2.30 p.m. and was typing a letter in his office. A smiling, thin-faced man, about five foot eight and 150 pounds, wearing a fawn jacket, came to the wicket. He asked when the next train left for Ottawa. The agent told him.

Gun in ribs

The man turned toward the door and Mr. Dixon turned back to his letter. The next thing he knew there was a gun in his ribs. The man had turned quickly and entered the inner office.

"I'm no judge of guns but it had a fairly long barrel and it seemed flat," the agent said. Police judged it was probably an automatic pistol.

"Look straight ahead," the bandit ordered. "Don't look at me."

He forced Mr. Dixon to give him the money from the cash register and then told him to get the money from the safe. The agent brought him the cash and the man took the bills and some coin.

Although he manoeuvred so the agent was in front of him, anytime Mr. Dixon caught a glimpse of his face it still wore the smile.

Then the bandit told Mr. Dixon to go to the basement. The agent hesitated.

"Then I thought 'This is a real gun and I better get going'," he recalled later.

Asked for rope

They went downstairs and the gunman asked for rope.

"I told him there was no rope and as I said it I automatically turned to look at him. Just as I got to 'no rope' he hit me behind the right ear."

The gunman ripped off Mr. Dixon's belt and bound his legs, tying the knot at the back.

"Stay here for five minutes," he told the agent. Then he took the 10 basement stairs in about two bounds and disappeared.

Mr. Dixon listened a minute, tried unsuccessfully to untie himself, then hobbled up the stairs. He hailed Danny O'Neill, the assistant agent, just across the tracks and Mr. O'Neill called police.

Set up road blocks

Road blocks had been set up within 10 minutes of the robbery and police do not think the bandit could have escaped by car.

Besides Mr. O'Neill, a man sitting in a car was just across the street. Five persons from a section gang were not far away. None saw the robber.

Mr. Dixon spent Wednesday evening going through police picture files but the bandit's perpetual smile threw him off. Photographs in police files seldom show a smile.

"I wonder what that man would look like smiling?" he asked a police officer as he scanned pictures.

The investigating team included Const. William Freeth of Almonte and Provincial Police Constables John Cooper and Roy Dawson of Perth.

At Almonte

CPR Station Agent Clubbed, Robbed

ALMONTE (Special) - In the first armed robbery in Almonte in recent years, a lone gunman made off with \$75.90 after holding up the CPR station agent Wednesday afternoon.

The armed man forced Lawrence Dixon, 52, to hand over the money in the till and safe and then took the agent into the basement. The bandit slugged Mr. Dixon on the head with the gun after Mr. Dixon had turned and caught a glimpse of his face.

BOUND WITH BELT

The station agent was tied with a rope and his belt but managed to crawl up the stairs and call for help.

Mr. Dixon said the armed man was about 30, and had been in the station asking about trains going to Ottawa.

ROAD BLOCKS

Ontario Provincial Police from Perth and Almonte had road blocks set up around the town minutes after the robbery but did not make any arrests. Constable William Freeth of Almonte OPP is heading the investigation.

06/11/1962 *Ottawa Citizen*

Chalk River

Almonte

Woman killed

ALMONTE (Special) - Mrs. Susan Craig, 72, of Wesley Street, was killed Monday when she was struck by an east bound freight train near the railway station here.

Mrs. Craig was apparently taking a short cut from her house to the station platform and was almost across the tracks when the right side of the engine struck her. The freight was going to Smiths Falls from Chalk River. The accident was at 4.15 p.m.

12/01/1963 *Ottawa Citizen*

Chalk River

Renfrew

Renfrew minister hurt in train-car collision

RENFREW (Special) - A much - discussed unprotected level crossing in town was the scene of a train-car accident Friday night.

Rev. George Murdoch of the Renfrew Presbyterian Church is recovering in Victoria Hospital from head lacerations suffered in the accident.

Damage to the late model car he was driving was estimated at \$1,800. There were no passengers in his car.

Police said Mr. Murdoch was travelling west on Munroe Street and the collision occurred at the unprotected crossing with a Canadian Pacific eastbound freight about 9 p.m.

Town council and Ontario Board of Transport have been discussing this particular crossing for the past year with a view to alternate routes.

21/10/1963 *Ottawa Citizen*

Chalk River

Renfrew

Car-train collision injured man

a 56-year-old Douglas man was in fair condition at Ottawa's Civic Hospital today following a car-train collision at a CPR crossing on Highway 132, two miles south of Renfrew Saturday.

Joseph Dooling, of Douglas, suffered multiple injuries and was transferred to the Civic Hospital's intensive care ward from the Renfrew Victoria Hospital.

Mr. Dooling had been proceeding south on the highway and the freight was westbound. His car was demolished. There was \$100 damage to the train.

OPP Const. W. E. Bennett, of Renfrew, investigated.

17/01/1964 *Ottawa Citizen*

Chalk River

Chalk River

Little damage in derailment

CHALK RIVER (Special) Five cars of a CPR freight were derailed at the siding here when the train pulled off the main line to allow a through grain train to pass. The accident happened on Wednesday as the freight split the switch. Several lengths of track were displaced but were replaced by 8 p.m. No one was injured and there was little damage to the five freight cars.

17/02/1964 *Ottawa Citizen*

Chalk River

Carleton Place

Outstanding Boy Scouts to receive recognition.

Boy Scout headquarters will honor 29 adult leaders for outstanding services to scouting and 15 Boy Scouts and Wolf Cubs will be recognized for gallantry in 1963.

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Certificates of merit will be presented to three Carleton Place Scouts for preventing a possible train derailment.

Scouts John Cornell, 13, Rickey Coyles, 12 and Allan Stevens, 11, were hiking along the CPR tracks April 7, 1963 when they saw a large fallen tree blocking the way.

Remembering a passenger train was due a short time later, they ran to the Carleton Place station, one-and-a-half miles away. A railway crew cleared the tracks in time to prevent an accident.

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17/02/1964 *Ottawa Citizen*

Chalk River

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17/02/1964 *Ottawa Citizen*

Chalk River

Almonte

Train slices car in half.

In a freak accident here at 11.30 p.m. Saturday, an auto owned by Robert Mackie of Arnprior was cut in half, a CPR diesel locomotive was damaged extensively, and rail traffic was tied up for three hours.

It all began when Mr. Mackie, who had left his 1956 sedan parked on the station lot, was making a wide turn to start for home. The front wheels of the car struck a concrete curb along the tracks, jumped over the obstruction, and the auto came to a stop with the front part extending across the westbound right-of-way.

At that moment Mr. Mackie heard the roar of an approaching freight, and he jumped clear before the big diesel cut the auto in two,

Although the locomotive did not leave the tracks, it suffered heavy damage to the air brakes and other parts, and the train was stalled until 2.30 a.m. Sunday.

The car owner escaped unhurt, but his auto was damaged beyond repair.

Caption to front page picture

Fourteen hurt as train derailed

Ottawa-bound CPR Canadian went off the track at Chalk River, 120 miles west of the Capital, Monday, injuring 14 persons. Six cars of the crack train left the rails, but remained upright. Only one person was seriously injured.

14 passengers hurt in wreck

Chalk River. Fourteen persons were injured Monday afternoon when the CPR Ottawa-bound transcontinental train the Canadian was derailed about 2 miles west of here.

Chalk River is about 120 miles west of Ottawa.

M.A. Anderson, 72, of Winnipeg, was admitted to Deep River Hospital. He suffered shock and undetermined injuries. Hospital officials expect to release him sometime today.

Cars slide along sandy siding

Thirteen others were treated for various minor injuries and were then released.

Full details shown.

The train's conductor was Jack Smith of Smiths Falls, the brakeman was Andrew Law of Smiths Falls and the engineer was E. Truchon of North Bay.

The dining car, four sleepers and the dome observation skipped the single track about 4.35 Eastern Daylight time. The cars, the last six on the train, ripped up about 30 yards of track but remained upright as they slid along the flad sandy siding.

Coaches tilt at crazy angles.

Some windows were cracked but none were broken. The fifth car, a sleeper, straddled the tracks and several others tilted at crazy angles.

Said one passenger who was travelling in the dome car, "I was sure they were going to topple."

One report said the last of the coaches to remain in the track went 10 feet into the air, came down, righted itself and snapped off the following coaches.

The cause of the derailment has not yet been determined. One railway main said tracks distorted by heat may have caused the accident. It was 80 degrees here Monday. Another said it appeared that a wheel had not functioned correctly.

CPR spokesmen said the railroad would investigate, but it would be "some time" before the results of the investigation were released.

It was estimated that the eastbound train, CPR No. 2, was travelling about 50 miles an hour when the accident occurred. Another train had gone the same route at 3 p.m. and the track had been patrolled just 15 minutes before the derailment.

Railway men said a freight train just five minutes behind the Canadian had to be stopped and backed up 15 miles to a siding at Moore Lake Road Station.

The train was held up for three hours and 40 minutes while injured passengers were taken to hospital

Three additional cars were added at Ottawa for the remainder of the trip to Montreal.

28/11/1964 *Ottawa Citizen**Chalk River**Franktown*

Football fans halt train

Over-exuberant football fans, bound for today's Grey Cup game in Toronto, from Ottawa, caused the crew of a cup 'special' no end of troubles Friday night when they pulled the emergency cord three times.

Train crews scurried to place out flares to prevent following trains from crashing into the special after it screeched to abrupt halts near Franktown and Gananoque.

One passenger cut his finger when thrown against a broken washroom window during one of the sudden stops.

The emergency cord was first pulled at Franktown, north of Smiths Falls, causing a 10-minute delay while flares were placed and the train started up again.

400 on train

About 400 football fans were on the CPR train which left Union Station at 4:35 p.m.

At Brockville they boarded a 16-car Montreal-Toronto pool train.

The emergency cord was pulled for the second time while the train was standing in the Brockville station. It caused a further delay and the train was 30 minutes leaving Brockville.

The third emergency cord incident occurred just east of Gananoque. The train was about one hour late arriving in Toronto.

Special police

Special police boarded the train at Brockville.

Disturbances were confined chiefly to the rear cars.

A railway spokesman said early today that they were experiencing similar trouble on a train which left Montreal about 1 a.m. and that special police boarded it at Brockville.

11/02/1967 *Ottawa Citizen**Chalk River*

Driver leaps, train hits auto transport

SMITHS FALLS (Special) -A transport driver escaped injury when he jumped from his transport seconds before an oncoming freight train smashed into it Friday.

Joseph Murray Robertson, 30, of Lyndhurst, was driving a tractor-trailer, loaded with new cars, owned by Roadway Transport Limited, of Scarborough, Ont He was proceeding east on the ninth line in Montague Township, when he noticed the train, a Canadian Pacific freight northbound from Smiths Falls.

He attempted to stop, slipped onto the crossing, and jumped clear just before the freight, travelling at an estimated 50 miles an hour, smashed into the tractor trailer.

Damage was estimated to total more than \$14,000. The tractor valued at \$8,000, was demolished, and trailer damage was valued at \$3,000. The tractor-trailer was carrying seven new cars, one of which was completely destroyed. Four of the seven cars were damaged.

The engineer of the train was Doug McPherson of Ottawa and the conductor Don Gaw, also of Ottawa.

From Bruce Chaoman

Friday, February 10th, 1967, #90 had the GP9 8616 (quite unusual) and RS-3 8457 with the crew noted; the head end brakeman, Don Gaw smudged out, so can't make it out, and the tail end guy was Sam Palmer.

#90 arrived at Ottawa West at 1150 with 16 loads, 18 empties and tonnage 1965.

An unusual move, #51 to Hilton Mines had RS-10 8565-and FP7 4067. so that meant that the 4067 was leading on #52, and they would have switched with that unit leading in the mine...at least they usually had radios then.

Suspect nabbed by armed police

Seventeen policemen armed with rifles and shotguns stormed a transcontinental CPR train as it pulled into Pembroke station Monday and arrested a Seattle man wanted on a second-degree murder charge.

Awaiting a decision on extradition procedures, Pembroke police are holding Clemon Blanchey, 32, in custody at county jail under \$10,000 bond. Blanchey is wanted in connection with a gunshot killing in Seattle Mar. 20.

The provincial and Pembroke policemen entered every car of the Ottawa-bound train at 5.10 p.m., less than two hours after receiving a Telex message from Kenora.

The message stated a man answering Blanchey's description had been spotted in Dryden, near Port Arthur.

Describing the suspect as dangerous, the message said the suspect was believed to be carrying a gun,

Pembroke Police Chief Bert Dickie said the accused offered no resistance when found by police in the second car behind the engine.

A loaded .45-calibre snub-nosed revolver was found in the baggage rack just above his head and 35 rounds of ammunition in his luggage, the chief said.

Police were told to be on the lookout for Blanchey when Kenora OPP were notified that a man answering his description purchased a train ticket to Montreal in Dryden Sunday.

An abandoned 1957-model car bearing Washington State licence plates was found in Dryden.

When arrested, Blanchey gave his address as McLennan, Alta.

Seattle's chief criminal deputy Bill Kinzel said that so far as he knew Blanchey was an American citizen and lived in Seattle.

22/11/1967 *Ottawa Citizen**Chalk River*

Lady 'op' saved old No. 7

CPR telegrapher and station agent Mary McCarthy of Chalk River, who has retired after 24 years service, was feted by friends last week.

On the night of Dec. 3, 1943, Mary only a month on the job watched two sections of scheduled No. 7, filled with troops, pull out of a siding at Mackey Station.

After they were cleared, a freight, travelling in the opposite direction was signalled through. And almost at once, an unscheduled third section of No. 7 pulled out onto the main line!

Unable to reach the Chalk River despatcher by wire, she got him frantically by 'phone and he telegraphed the Moor Lake despatcher just in time to flag down the trains rushing headlong at each other!

23/12/1967 *Ottawa Citizen**Chalk River**Arnprior*

Car hits train, driver injured

ARNPRIOR (Special) A young man is in hospital after his car struck a train at Waba siding, 10 miles south of here.

Donald Fridgen, 20, of Arnprior is reported in satisfactory condition with internal injuries at Arnprior District Hospital. He was the driver of a car which ran into a train at the railway crossing on Highway 29 near Waba siding, shortly after 9:30 p.m. Friday.

30/12/1967 *Ottawa Citizen**Chalk River**Pembroke*

Driverless truck, train in collision

PEMBROKE (Special) A driverless transport truck loaded with 31 tons of sheet steel rolled into the path of the Vancouver-bound Canadian Pacific Canadian here Friday night, causing \$9,500 damage.

No one was injured, but the train was delayed about half an hour after it collided with the trailer section of the transport at 7 p.m. and carried it more than 200 feet down the track.

Police said the truck, owned by Tians-Provincial Freight Carriers of Sault Ste. Marie, Ont., had been parked on a hill near Pembroke Steel Equipment Company when the parking brake slipped.

David Brown, 21, of Queensville, Ont., was in charge of the truck.

28/11/1968 *Ottawa Citizen**Chalk River**Pembroke*

Child killed, mother injured in collision of car and train

PEMBROKE (Special) - a five year-old child was killed and her mother injured in a car-train collision one mile east of Pembroke Wednesday morning.

Penny Anderson, daughter of Mrs. Eileen Anderson, 30, of Pembroke, was pronounced dead on arrival at Pembroke Cottage Hospital.

Mrs. Anderson was transferred to the Ottawa Civic Hospital where she is in fair condition with fractured hips and lacerations.

The Anderson vehicle was struck at 9 a.m. by an eastbound Canadian Pacific Railway train at a level crossing leading to Cedar Beach.

The car was travelling south and appeared to have been hit broadside on the right-front portion. It was thrown 100 yards and demolished by the 92-car freight.

The train's engineer was Wilfred Hogan and the conductor was John L. Smith, both of Smiths Falls.

Police said visibility was good at the time.

Constable George Grant of Pembroke Ontario Provincial detachment is investigating the accident.

21/12/1968 *Ottawa Citizen**Chalk River**Pembroke*

Train demolishes car - driver slightly hurt

PEMBROKE (Special) A Pembroke man escaped with minor injuries early this morning when his car was struck by a CPR freight train on a Rankin Street level crossing.

Michael Hodgins, 25, of 850 Moffat St., managed to get out of the vehicle which had stalled on the tracks, but was hit when the rear of the car swung around on impact.

He will undergo x-rays for possible chest injuries this afternoon. Mr. Hodgins was not admitted to hospital.

The vehicle, which was thrown about 200 feet on impact, was demolished.

The westbound train required minor repairs to the front of the engine and was held up three hours.

Hubert Macdonald, 55, of Smiths Falls was the engineer.

No traffic had to be rerouted at the accident scene, just outside the eastern town limit shortly after midnight.

21/01/1969 *Ottawa Citizen**Chalk River**Almonte*

The big CP derailment at the 'half-way' crossing between Almonte and Carleton Place with a couple of aerial pictures.

Derailment (with aerial photo)

CARLETON PLACE Attempts to clear the \$500,000 wreckage of 34 freight cars piled up at a level crossing near here Tuesday continued this morning under the threat of an explosion from two overturned propane gas tankers.

Provincial police kept guard over the area, about three miles north of here on Highway 29 at the CPR crossing, as about 50 men and two giant cranes hauled twisted box cars from the clogged line.

The highway remained closed to traffic today while other trains were rerouted.

The two tankers were not ruptured in the massive 3.30 p.m. derailment, but police kept hundreds of curious spectators well back from the scene in the event leaking gas might explode.

Both police and railway officials were astonished that there had been no injuries.

One of the first cars to derail left the tracks just before the level crossing and sliced across the highway only a few feet in front of a waiting school bus.

Box cars stacked up

Other cars ripped up sections of the highway, railway lines and wooden ties as they piled up, and in some cases, landed on top of one another.

One freight car landed with its steel wheels on top of a tanker.

Two hydro poles were sliced through by other cars. The top section of one pole was left dangling over the line supported only by the high-voltage cables.

Complete wheel assemblies of many cars were torn off as they piled into one another and lay strewn along the tracks among sections of line, twisted cars and splintered ties.

Train Crash Theory - Wheel is Blamed

A crack which caused the leading wheel of either the fourth or fifth car to come off is believed to be to blame for the \$500,000 freight train crash near Carleton Place yesterday.

It is known that at least eight rails between Almonte and the accident scene were broken.

Faulty wheel likely

This could have been caused by the faulty wheel running out of line and pounding against the rail as the east bound train headed for Carleton Place, said one railway employee.

The 60-car freight train left Chalk River several hours before. Its speed at the time of the accident was estimated to be about 45 m.p.h.

George G. Sayer, assistant superintendent for the Smiths Falls division of CPR, said work crews were concentrating their efforts to pulling cars away from the tracks and repairing breaks so regular traffic, which had been diverted to other lines, could again travel the main line.

Mr. Sayer said he hoped the two cranes, one brought in from Smiths Falls and the other from Sudbury, could pull the two tankers back on to the tracks and pull them away by sometime this afternoon.

"The line should be open again by about 5 p.m. today," he said, adding that the general freight being carried by the train could then be hauled away and the other cars righted and moved later this week.

Mr. Sayer said there was, as far as he could tell, little damage to the cargo.

One eye-witness, Bill Ritchie, 32, a Bell Telephone employee from Almonte, was driving north toward the level crossing when he saw the red signal lights begin flashing.

"I saw the train swaying so I stopped about 500 feet from the tracks," he said. "The next thing I saw were freight cars flying through the air like cardboard boxes in a high wind. It was terrifying."

He said a couple of cars shot across the highway "while the others piled up on the north side like magazines thrown on the floor."

"There was a hell of a crash and snow flying in the air. A lot landed on my truck so I jumped out and after a minute or two ran up to the tracks. I thought people would be hurt," said Mr. Ritchie.

He said that by the time he got there, people from the locomotive, that had shot through the crossing pulling three cars and dragging a fourth without wheels, met him.

"One box car just missed the school bus, which luckily didn't have any children aboard, and another cut into the hydro poles and the warning flashers," said Mr. Ritchie.

"There was a ball of fire in the sky when one hydro pole was cut off," said Mr. Ritchie, who added that he and a work-mate then flagged down cars until police arrived.

23/01/1969 *Ottawa Citizen**Chalk River**Carleton Place*

Trains roll past wreckage

CARLETON PLACE (Staff) Two huge cranes gently lowered a tank-car full of propane back on the track near here Wednesday afternoon and the Canadian Pacific's main line to Vancouver was open for business again.

Twenty-four hours earlier 34 of 60 freight cars derailed when a wheel on one of the cars broke. No one was injured in the wreck which saw cars fly through the air like empty boxes.

Though there were three tanks filled with propane, none of them ruptured or leaked.

The train, under the control of conductor H. F. Row and engineer John Leach, both of Smiths Falls, piled up three miles north of here at 3.30 p.m. while travelling between Chalk River and Smiths Falls.

A work crew of 75 men assisted by the two cranes, one from Sudbury and the other from Smiths Falls, and two bulldozers cleared away the wreckage and laid down about one-quarter mile of new track to replace that damaged in the \$500,000 accident.

At 5.30 p.m. Wednesday The Canadian, the railway's crack transcontinental passenger train, was the first train over the re-opened stretch of track. V. E. Everitt, superintendent of the Smiths Falls division of the CPR, said late Wednesday afternoon that it will be another 48 hours before Highway 29 will be open.

Repair crews knocked off work Wednesday about 4 p.m. Many of the men had been working since the wreck occurred. The crews were back at the job early this morning to continue the cleanup.

All day Wednesday men were busy transferring cargo from the battered box cars to trucks.

Today the ticklish job of hauling the two remaining tank cars full of gas close enough to the tracks for the huge cranes to pick them up will begin.

06/01/1970 *Ottawa Journal**Chalk River**Carleton Place*

Truck-Train Crash Hurts Ottawa Man

CARLETON PLACE (Staff) A 23-year-old Ottawa man was seriously injured Monday night when the dump truck he was driving was struck by a CPR freight train half a mile north of here in Ramsay Township.

Irwin Earl Bald of 1438 Hunt Club Road is in Ottawa River side Hospital with a fractured pelvis and fractures to his left arm, leg and hip. He is reported to be in serious condition.

According to police, Bald was eastbound on gravel road when his empty dump truck was struck by a northbound train at a level crossing. Police said the road was icy at the time.

The train - No. 911 - bound for Chalk River was travelling about 24 mph when the accident occurred shortly after 6 p.m. The truck was demolished. Damage is estimated at \$15,000.

Wilfred Hogan of Smiths Falls was engineer, and Edward Nesbitt of Carleton Place was conductor. Perth OPP investigated.

Driver bruised when truck strikes train

ARNPRIOR (Special) William F. Parsons, 33, son of Arnprior chief of police William Parsons, escaped serious injury when his van-type truck collided with a Canadian Pacific (westbound freight train on a level crossing here Friday about 7.15 a.m.

The accident occurred at the McLachlin Street crossing. The weather at the time was foggy with some icy road conditions. A door was torn from the truck and Parsons received severe bruises. He was taken to the Arnprior hospital for x-rays.

From the Ottawa Journal same date

Man Hurt When Truck Hit by Train

ARNPRIOR (Special) William F. Parsons, 33, of Arnprior narrowly escaped serious injury when his van truck was struck by westbound CPR freight train at the McLachlin Street level crossing Friday.

The truck was badly damaged and Parsons, alone at the time, was taken to local hospital for examination and was released. He was severely shaken up and suffered bruises.

Police say weather conditions were not good with some fog and the road icy with some slush.

11/05/1970 *Ottawa Citizen**Chalk River**Pembroke*

Train crew blameless - Inquest jury

PEMBROKE (CP) An inquest jury decided Thursday that no blame should be attached to the crew of a freight train involved in a level-crossing smash which killed four Winnipeg residents.

The fatalities occurred Good Friday about 9:30 a.m. at a crossing near Pembroke. The victims were Frederick D'Aperng, 49, his wife Mirette, his son Walter, 19, and 17-year-old Shelly Paquet.

The police investigation failed to reveal who had been driving the car. The jury made no recommendation but said the unknown driver contributed to his own death and that of his passengers.

28/05/1970 *Ottawa Citizen**Chalk River**Meath*

Car-train crash kills 4 at Meath

PEMBROKE (Special) Provincial police spent more than an hour prying open the car to get at the bodies of four Winnipeg people from a car which collided with a freight train at a Canadian Pacific Railway level crossing on Highway 17 at Meath.

Police say they were hindered in their work Friday morning by numerous curious passers-by who contributed to three other minor traffic mishaps at the scene, 10 miles east of Pembroke.

The victims of the crash were believed to have been holidaying in the Pembroke area.

They were Frederick D'Aperng Jr., 49, of 780 Lanark St., Winnipeg; his wife, Mirette D'Aperng, and his son Walter, 19, and 17-year-old Shelley Paquet of 604 Mulvey Ave., Winnipeg.

The train's engineer was Herbert McDonald of Smiths Falls.

Police say the car hit the train, spun around, knocked off a wig-wag standard, turned on its side and slid across the road, coming to rest against a telephone pole 125 feet away.

10/07/1970 *Ottawa Citizen**Chalk River**Chalk River*

The council learned that CP Rail would be withdrawing its agent at Chalk River.

All services will be transferred to the Central Customer Service in Sudbury. Telegraph services will no longer be available locally and the Chalk River station will be a train order office only.

11/07/1970 *Ottawa Journal**Chalk River**Pembroke*

Dayliner Hits Car, No One Hurt

PEMBROKE (SUflf) Carol Doran, 18, of Pembroke and two passengers jumped clear only seconds before the Dayliner, a Canadian Pacific Railway passenger train, struck her car after it stalled on the track in Pembroke Township Friday.

Her passengers were Jane Garrow and Keneth Cushing, both of Pembroke.

When the car stalled, Miss Doran was negotiating a hump which exists in Second Cedars Rdad. Just east of Pembroke.

OPP Constable Lawrence Rouble said a similar accident happened at the unprotected crossing a few years ago. Friday, the eastbound train, with engineer Delmar Payne of Ottawa at the controls, carried the Doran car 135 feet along the tracks before dumping it to one side.

23/10/1970 *Ottawa Journal**Chalk River**Meath*

Tampered With Switches; Jailed 6 Months

PEMBROKE (Staff) An act of wilful mischief, that testimony indicated could have caused a serious train derailment east of Pembroke. Resulted in a six-month jail term for a Meath man Thursday.

In passing sentence on Emerson Logan, 21, Judge A. A. McLean recommended he "receive psychiatric assessment and treatment for his malady involving alcohol."

On Aug. 15, the CPR's transcontinental The Canadian, was stopped at Meath because a main switch had been tampered with. CPR investigator George Proulx said the incident could have caused a derailment.

Logan said he had been drinking heavily for several days prior to the incident.

23/10/1970 *Ottawa Journal**Chalk River**Meath*

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07/11/1970 *Ottawa Journal**Chalk River*

Train Hits, Kills Youth- At Petawawa

PETAWAWA (Staff) Dwayne James Peter Barnhardt, 15, of Petawawa Township was killed when struck by the-CPR's transcontinental Canadian passenger train, at the Biesenthal Road level crossing at 7.15 p.m. Friday.

The youth's body was carried a short distance and thrown to one side before the train could be stopped.

OPP Constable James Mc Gregor said another boy about the same age was hitchhiking with the Barnhardt youth when he started to walk across the tracks in the path of the oncoming train.

He was one of a large family of Mrs. Threse Barnhardt, RR 1, Petawawa.

07/11/1970	Ottawa Citizen	Chalk River	Pembroke
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Boy killed when hit by train
PEMBROKE (Special) A 15-year-old youth was killed when he was struck by a CP Rail train seven miles west of here.
Dwayne James Peter Barnhardt of RR 1, Petawawa, was hit . by the westbound passenger train about 7.15 p.m. Friday at the Biesenthal Road crossing in Petawawa Township. The Ontario Provincial Police are investigating.
Dwayne was the son of Mrs. Theresa Barnhardt.

16/02/1971	Ottawa Journal	Chalk River	Petawawa
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Killed By Train
PETAWAWA (Staff)-A Petawawa soldier was killed this morning when his car was struck by a Westbound CPR freight train at Montgomery Crossing, a mile west of Petawawa Village.
The car was carried a distance of only 50 feet before being thrown to the top of a snow bank at the north side of the track.
The soldier had turned off Highway 17 to go over the unprotected level crossing to Canadian Medical Supply Depot where he was employed.
OPP have identified the victim as Cpl. Francis David Alexander, 34, of Fredericton, NB.

23/02/1971	Ottawa Journal	Chalk River	Dominium Magnesium
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Man, 70 Hurt In Snowmobile, Train Collision
RENFREW (Special) A 70-year-old man escaped with minor Injuries Monday when his snowmobile collided with a freight train.
Ovila Giroux of RR 1, Haley in the Renfrew area was treated at Renfrew Victoria Hospital for a leg injury.
The CPR train was going on a spur line into the Dominion Magnesium plant at Haley The engine caught the back of. the snowmobile and it flipped over on top of the man.

09/12/1971	Ottawa Citizen	Chalk River	Renfrew
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Hit by train at Renfrew, girl injured
RENFREW (Special) - A 16-yearold Renfrew girl Susan Sutcliffe, is in satisfactory condition in Victoria Hospital here after being hit by a train Wednesday afternoon.
She has a broken collar-bone, facial cuts and concussion.
The accident occurred about 3.30 p.m. at the Munro Street crossing.
It is -believed she caught her heel in the crossing and was trying to get it loose when she was struck by an eastbound CP Rail train.
She is the daughter of Mr. and Mrs. J. E. Sutcliffe of 70 Raglan Street South. Renfrew.

05/08/1972	Ottawa Citizen	Chalk River	Chalk River
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'Box ' explodes Boy sustains numerous cuts
CHALK RIVER (Staff) A small boy was injured at the Canadian Pacific station here Friday evening when a "box" he was playing with exploded.
James Bailey, 7 of Chalk River was in satisfactory condition at Deep River Hospital today with cuts over much of his body.
His father, Harold Bailey, said the boy apparently was playing in the station area with a friend when "he found something he said looked like a box with a handle."
"He told me he pounded on it and it blew up in his face."
Mr. Bailey said his son had small lacerations "like pin-pricks" over most of his body, but not on his face.
The box is believed to have contained warning torpedos small explosive devices used by railway workmen to warn of approaching trains.
Ontario Provincial Police are investigating the incident.

22/12/1972	Ottawa Citizen	Chalk River	Sand Point
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Two escape as train hits taxi
SANDPOINT (Special) A taxi driver and his passenger narrowly escaped death Thursday afternoon when a passenger train destroyed their taxi at a train crossing here.
Cleos Desjardins was crossing the tracks at the western end of Sand Point Road when his car stalled on the tracks. Mr. Desjardins immediately noticed a CP Rail train rounding a curve a quarter of a mile away and shouted to passenger Nora Hastings to run for her life.
Seconds later the train struck the car. It flew up into the air and landed on the south side of the tracks. The pair had run about 100 feet from the car and were not injured. No one on the train was hurt
There was no wig-wag at the Sand Point crossing, seven miles west of Arnprior.

24/02/1973	Ottawa Citizen	Chalk River	Arnprior
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Arnprior man killed by train
ARNPRIOR (Special) Donald E. Boese, 24, was killed instantly here Friday when the vehicle he was driving was struck by a train.
Mr. Boese was going home from work and proceeding south on Division Street when the East-bound CP Rail Canadian struck his car on the right-hand side about 4.50 p.m. The car was demolished. There are no wig-wag signs at the crossing.

12/03/1973	Ottawa Citizen	Chalk River	Cobden
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Train slams into tractor-trailer at Cobden
An Eganville man narrowly escaped death when the \$50,000 tractor trailer he was driving was hit by a westbound CP. Rail freight train at Cobden Friday morning. Glenn Rhode, 22. of Eganville was returning from Portage du Fort, Que. when the tractor trailer he was driving was rammed by a train. The cab of the truck swung around and collided with freight cars before the trailer was ripped away. The cab was carried about 100 feet and bits of the trailer nearly 200 feet. Mr. Rhode was taken to a Pembroke hospital where he is reported to be in fair condition. The train was not derailed but the line was closed for some time while men straightened rails. The trailer box which was used for hauling chips from a mill in Eganville to Portage was completely demolishel. The train rammed it near the centre and the impact folded the trailer. The box for holding the wooden chips was smashed into hundreds of pieces. Above the remains of the trailer and the trailer wheels.

04/05/1973	Ottawa Journal	Chalk River	Pembroke
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Riflemen Jailed
Damaged railway switch "might have caused crash"
PEMBROKE (Staff) Horace Ward, 18, and Wayne Clark, 16, were sentenced to jail for 30 days Thursday after each pleaded guilty to two charges of wilfull damage to Canadian Pacific Rail property.
They were charged after an electric switch box at the Achray Road level crossing was damaged by rifle fire March 23 and March 27.
Shots from a .22-calibre rifle caused all block signals to turn red and remain so, with the result that a train was delayed.
The shots could "just have easily caused the mainline signals .to go green on a false clear," " CPR investigator Lay- ton Mulligan testified.
In such an event, with a green light indicating a clear line, there would have been grave danger of a rear-end collision, he said.
The shots also caused crossing signal lights, controlling vehicular traffic, to "go out of whack," the inspector said.

Car hits train woman killed

PEMBROKE-Violet Badour, 59, was killed instantly when a small compact car struck a Canadian Pacific Snowplow train at Meath, 11 miles east of Pembroke on Highway 17, Tuesday. Driver of the car was Edward Badour, 65, who is in critical condition in Pembroke General Hospital. Both are from Dacre.

04/03/1974 *Ottawa Citizen* *Chalk River* *Renfrew*

Train hits car couple injured

RENFREW (Special) A Renfrew couple were reported in satisfactory condition in Renfrew Victoria Hospital after their car was struck by a freight train Saturday.

Chester F. Roberts, 59, and his 54-year-old wife, Hazel, had just turned onto Munroe Avenue from a service station and started to cross the tracks when the slow-moving westbound freight hit their car.

The car was carried about 310 feet before being pushed aside by the train. Mr. Roberts suffered fractured ribs and cuts and his wife sustained cuts and bruises.

The car was demolished but the train was undamaged.

Ottawa Journal same date

Renfrew couple escapes death RENFREW (Special) - A Renfrew couple escaped with minor injuries Saturday when their car was struck and demolished by a CPR freight train.

Chester Roberts, 59, and his wife Hazel of 478 Fortington St. were taken to Victoria Hospital where they were kept over the weekend.

The accident happened at 11 a.m. at the Munro Street crossing and the car was carried 300 feet from the point of impact.

05/06/1974 *Ottawa Citizen* *Chalk River* *Almonte*

With picture

ALMONTE (Staff) The last 16 cars of a CP Rail freight train jumped the track while crossing a bridge and smashed into a flour warehouse here early today.

The derailment caused extensive damage but no injuries.

The end of the 73-car north-bound train swung off the track at 3.35 a.m. wallowing a warehouse adjacent to the Almonte Flour Company mill.

Two empty tank cars tumbled into the Mississippi River. Few of the derailed cars were carrying freight, a CP Rail spokesman said.

The wayward train uprooted more than 800 feet of track and blocked Highway 44, the town's main traffic artery. The highway remains closed today as work crews struggle to clear away the wreckage.

The warehouse, constructed in 1820, is a local landmark near the centre of town. It was vacant when the accident occurred.

Mill manager Jack Harris described the accident as spectacular. "Incredibly, no one was hurt," he said.

The train was making its regular run between Chalk River and Smiths Falls. The two CP trains scheduled to pass through Almonte today will be rerouted over CN tracks, the CP spokesman said.

CP Rail is investigating the derailment but has not yet determined the cause. Damage has not been estimated.

23/11/1974 *Ottawa Journal* *Chalk River* *Haley's*

32-car wreck

This CP Rail freight - train, bound Friday - from Chalk River to Smiths Falls, jumped the rails at Haley Station, 26 miles east of Pembroke, and ripped out 1,000 feet of track. Thirty-two of the train's 88; boxcars left the track. Railway spokesman blame a broken axle on one of the cars. Other CP traffic on the line had to be re-routed over CNR tracks. Heavy equipment has been brought to the scene and it's expected the line will be cleared today. No one was hurt. (Bob Cooper Journal /CP)

In the Ottawa Citizen same date

Twisted carnage

Boxcars and flatcars were hurled into the air Friday in the derailment of an 88-car CP Rail freight train one mile east of Haley Station, 10 miles west of Renfrew. Thirty-two cars of the southbound train left the track spilling a cargo of sulphur, zinc and potash. Passenger service was not interrupted and the track was expected to be cleared today.

10/01/1975 *Ottawa Journal* *Chalk River*

Man escapes unhurt as train slams truck

PEMBROKE (Staff) -Police say 47-year-old Ellewood Smith, of Cobden, escaped injury Thursday when a passenger train struck his truck at a Canadian Pacific railway level crossing on Westmeath Township Road 37.

Police say, the southbound truck, hit near the tailgate by the eastbound train, was spun around but remained on the road.

Total damage was estimated at \$500 and Mr. Smith was not injured.

12/05/1975 *Ottawa Citizen* *Chalk River* *Renfrew*

Four escape car-train crash

RENFREW (Staff) Four people escaped serious injury Saturday, when their car was demolished in a collision with a freight train at a CP Rail crossing here.

The accident occurred about 1:20 a.m. when a car driven by David Knight, 18, of Calabogie, travelling south on Raglan Street, hit the westbound train.

Mr. Knight and three passengers were treated for cuts and bruises at Renfrew Victoria Hospital.

With picture.

COBDEN (Staff) The prize CPR passenger train The Canadian, eastbound and carrying 150 passengers, was derailed Thursday after shearing a tanker truck in half.

The collision occurred about 5 p.m. at a level crossing on Highway 17, about three miles east of here.

The rear portion of the truck, carrying asphalt, was impaled on the front engine and carried at least a quarter mile down the tracks.

There were no injuries among passengers and crew, who were bused to Ottawa. The truck driver, whose name was not released by police, emerged with only a bloodied nose.

Asphalt from the truck was splattered over The Canadian and one of the passenger cars stopped precariously perched on a small bridge.

The derailed train tore up about 100 yards of track. Three cars slid off the roadbed and almost onto their sides in a ditch.

Rail ties were ripped into unrecognizable splinters and the sticky asphalt covered a 40-square-yard area around the impact site.

CPR officials said the lights and warning bell at the crossing were working at the time of the accident. "He tried to swing with us," commented an unidentified crew member. "He didn't make it."

Most were passengers were destined for Montreal. The truck was northbound, travelling from Montreal to Pembroke.

The dazed truck driver was discovered partly covered with asphalt sitting on a ripped up rail tie by William McMillan of Vernon, one of the first persons at the scene.

Mr. McMillan asked the driver if he was all right and the man mumbled, "Yes."

A police spokesman said charges may be laid.

27/06/1975 *Ottawa Journal* *Chalk River* *Cobden*

Train hits tanker near Renfrew

RENFREW (Special) -A tanker truck was sliced in half by the eastbound CPR Canadian near here Thursday and the driver walked away from the accident.

Marcel LaBlanc, 49, of Lachine, Que., escaped with a cut on his nose.-

Five hundred yards of track were ripped up and five cars were derailed but they remained upright

There were about 70 passengers on the train at the time. No one was hurt.

The back part of the tanker was carried 500 yards down the track. It was loaded with liquid asphalt.

The accident happened on Highway 17 about 15 miles west of Renfrew shortly after 5 p.m. The driver was westbound, driving into the sun, and said he did not see the signal.

The collision happened 3½ miles west of the site of a 33-car derailment last winter. Debris from that accident-can still be seen along the right of way.

30/06/1975 *Ottawa Journal* *Chalk River* *Cobden*

Train off rails . . . twice

RENFREW (Special) -The CPR train involved derailed after a collision with a tanker truck west of Renfrew Thursday ran into more trouble early Saturday.

It was being pulled by a work train when two cars went off the track near the Renfrew station about 4 a.m.

A crane was brought to the derailed cars and lifted them to one side while new track was installed. The work was completed about noon.

The driver of the tanker truck, Marcel Leblanc, 49, of Lachine, Quebec escaped with slight cuts. None of the 70 passengers on the train was hurt.

Five cars were derailed and 500 yards of track torn up. Damage has been estimated at \$1.5 million.

22/09/1975 *Ottawa Citizen* *Chalk River*

Teen slightly injured in car-train collision

SMITHS FALLS (Staff) - A Smith Falls youth suffered minor injuries Saturday when the car he was driving hit a freight train at a crossing three miles west of here.

Mark Cole, 17, of 14 Broadview Ave., is in satisfactory condition in Smiths Falls Public Hospital.

The westbound CP Rail train, travelling at about 40 m.p.h, was crossing the fourth concession road at about 6.55 p.m. when the Cole car hit a box car wheel.

24/11/1975 *Ottawa Journal* *Chalk River*

Work on the new bridge and weir is ahead of scheduled October 17 opening. The easterly section of the ' weir and bridge were completed in August. The Waba mud dam was finished and the first train over the relocated CPR tracks was operated recently.

03/06/1976 *Ottawa Citizen* *Chalk River*

Woman killed in car-train crash

Arnprior. A car-train collision about four miles east of here Wednesday claimed the life of an Arnprior area woman.

Mrs. Lola Moorehead, 59, of RR 1, Arnprior, was alone in a car travelling south on the Galetta side road about 8:30 a.m. when it was struck by a westbound Canadian Pacific freight.

Hank Manders, who lives about 50 yards from the crossing said he heard the train whistle, looked out and saw the train hit the front side of the car.

The car was hurled about 40 feet against the signal post.

There were no lights or wig wags at the crossing.

09/07/1976 *Ottawa Citizen* *Chalk River* *Renfrew*

Loser in car-train bout

RENFREW A 75-year-old man escaped with cuts and bruises Thursday after his car was struck by a train at an intersection in the town. James D. Ferguson of Renfrew was driving across the tracks at Munroe Street when the train hit his car on the the passenger side and pushed it about 190 feet along the tracks. The car was extensively damaged the train - the westbound CP Rail Canadian - was on its way in 30 minutes. Mr. Ferguson was taken to Victoria Hospital where he remained overnight

31/01/1977 *Ottawa Citizen* *Chalk River*

Truck-train crash was fatal

PEMBROKE One man is dead after the bulk milk truck he was driving was struck by a Westbound CP Rail train at a level crossing one mile west of Cobden about 9:30 Saturday morning. Witnesses say the truck, northbound on the Ross-Westmeath township line road, was moving through the uncontrolled crossing when it was struck. Dead is Leslie Green, 67, of Eganville.

Man merely shaken in car-train bump

CHALK RIVER (Staff) An area resident escaped injury Friday when the car he was driving hit a moving train.

Douglas Roblin, 18, of RR 1, Chalk River, was shaken up and his car was destroyed, said Ontario Provincial Police in Pembroke.

Roblin was driving out of the Petawawa Forestry Experimental Station, 20 miles west of Pembroke, towards Highway 17 when he struck the side of the Canadian Pacific train The Canadian, which was travelling west at about 80 kmh, police said.

There are no train signal lights on the paved, private road. The accident occurred at dusk.

The train's engineer told police he saw the car trying to stop.

No charges have been laid.

27/01/1978 *Ottawa Journal**Chalk River**Pembroke*

Train kills grader operator

PEMBROKE A city grader operator who was due to retire in September was killed instantly about 9:30 a.m. Friday when his machine was hit by a 90-car freight train at a crossing on Mackay Street next to the CPR station. Police said Eli Corriveau, 64, of 931 Pembroke St. W. backed his grader onto the crossing to take another run at heavy snow left from Thursday's storm and apparently did not see the eastbound train approaching. The crossing leads into an area which has only a few homes and does not have warning signals. Corriveau had been with the city's public works department for 19 years.

13/04/1978 *Ottawa Citizen**Chalk River**Almonte*

Train kills youth

ALMONTE (Special) A 16-year-old Almonte youth was killed Wednesday when struck by a freight train about 9 p.m.

Police said George Andrew Robillard of Adelaide Street was hit by a west-bound CP Rail train about 155 metres from a crossing near the Almonte Flour Mill.

The boy's mother, Ethel, said her son, who had worked for CP Rail as a laborer until last Christmas, was on his way to her home when struck by the train.

"We're not really sure what happened," she said.

She said her son was laid off his job about five months ago and lived with friends on a farm outside Almonte.

Corporal Carmen Nobel of the provincial police detachment here said Robillard was dragged about 250 metres down the tracks before the train came to a stop. He said a post mortem was to be conducted today.

Nobel said the 70-car freight was delayed about 45 minutes. Robillard was alone at the time of the mishap.

14/04/1978 *Ottawa Journal**Chalk River**Almonte*

Train death probed

ALMONTE The Ontario Provincial Police detachment in Almonte are still investigating the death of George Robillard, 16, who was struck by a west-bound CPR freight train at the main street crossing in Almonte Wednesday night.

Following the accident, a post-mortem was called by Coroner Dr.Rolf Bach to investigate the incident.

28/09/1978 *Ottawa Citizen**Chalk River**Almonte*

His problem a moving experience.

By Peter Maser Citizen staff writer

Brian Meloche has a problem of pachydermal proportions on his hands.

It's grey, made of cut limestone, measures about 30 metres by 11 metres and, by his own estimate, weighs well over 1,000 tons.

The edifice in question is the 75-year-old Almonte railway station, which Meloche bought for a modest sum from CP Rail in May.

It's not that he's displeased with his purchase. The problem is the stately old station must be moved from its downtown site before Nov. 1, or face the wrecker's hammer.

Meloche, a 31 -year-old enterostomal therapist a specialist in the treatment of bowel and bladder diseases says he would hate to see the station razed. But, he adds, unless he finds a place to put it and someone to share the moving costs he may have no choice.

Ironically, there are vacant lots on either side of the building.

However, the one immediately west of the station is the proposed site of a new town library, and moving to the eastern lot would mean crossing the railroad tracks, a operation that Meloche says would require closing the tracks for several days.

Consequently, he says he's considering' more distant sites, such as the Pakenham ski area, or along the western extension of Hwy. 417.

In either case, the price tag for transplanting the station will be high.

Meloche says one contractor quoted him a price of \$55,000 for cutting the station into four sections and moving it about 20 metres.

He says he would like to convert the station into a restaurant or an elegant tea room. But, he adds, he has neither the time nor the expertise required for launching such an enterprise and would like to find a partner with experience in the food business.

To date, he says his search has been fruitless.

"We'd both put some cash into it, I'd be the silent partner and he'd run the thing," Meloche explained enthusiastically. "I really think the place has a lot of potential, it's really a neat old building.

"I went to see the people at Heritage Canada's Ottawa office and they too were really keen on seeing it preserved. Unfortunately their office was unable to help, so they directed me to the Ontario Heritage Foundation and I haven't had time to follow that up."

John Dunn, a member of Almonte's heritage committee, says the station was probably built by CPR work crews according to a standard pattern used in the construction of several Eastern Ontario stations.

He says the station has also become part of Almonte's folklore because of the collision on Dec. 27, 1942 between a train carrying troops from Red Deer to Halifax and a train taking on passengers at the station. Thirty-three people were killed in the disaster.

If there are no takers for his restaurant scheme, Meloche says he will give it to a charitable organization for use as a rehabilitation or community centre.

"It's got to be put to some good use," he said.

As a last resort, Meloche says he will demolish the building and sell the stone. "If I don't get any takers, I'm pulling her down. I have no choice.

If I hadn't bought it, the railroad would have demolished it already. I just hope someone's interested."

Grader operator killed

A 64-year-old Pembroke man was killed Friday when a freight train slammed into the road grader he was driving at a level crossing in the centre of town.

Eli Corriveau of 931 Pembroke St.W was crushed in the cab of his vehicle shortly after 9 a.m. when a westbound Canadian Pacific Railway train, hauling 90 boxcars, struck the southbound grader at McKay Street, police said.

The grader was about halfway through the intersection when the locomotive, moving at about 50 kilometres per hour, caught the rear end of the machine.

Ed Lehman, Pembroke city works superintendent, said the impact of the collision lifted the grader about 3 metres off the ground and sent it spinning through the air.

No one else was injured.

Corriveau had worked for the city for 21 years and was planning to retire when he turned 65 in September. He had been operating road graders for the last 10 years, Lehman said.

CPR officials were unavailable for comment.

20/08/1979 *Ottawa Citizen**Chalk River*

Hundreds turn out to wave

Ottawa Valley bids farewell as Chief's train heads west

SUDBURY John Diefenbaker travelled through the Ottawa Valley on Sunday for the last time, saluted by farmers and townspeople to whom he was a legend.

The seven-car train carrying the body of Canada's 13th prime minister to its last resting place in Saskatoon left Ottawa at 5:20 p.m. 18 minutes late and rattled up the valley while thousands of farmers and others from valley towns waved along the route.

Children cheered from their backyards and families gathered at their fences as the special Diefenbaker train sped through the half light.

Somewhere between Arnprior and Renfrew a farmer stood in his tractor and lifted his straw hat in a final salute as the train roared by.

14/01/1980 *Ottawa Citizen**Chalk River**Renfrew*

A Perth man was among five area residents killed in traffic accidents over the weekend when his tow truck struck a freight train at a busy crossing in Renfrew.

Renfrew municipal police said John Noel Stanton, 33, of RR 7, Perth, was towing a tractor-trailer from Renfrew to Perth about 10:10 a.m. Saturday when he went through the marked crossing on Munro Avenue.

An eastbound CPR freight train travelling about 40 kilometres an hour was unable to stop in time and crashed into the cab of the tow truck.

The impact threw Stanton out of the truck, and he landed about 25 metres farther east on the opposite side of the tracks.

Stanton was taken to the Victoria Hospital in Renfrew and transferred to the Ottawa Civic Hospital. He died a few hours later.

Part of the truck's tangled remains remained on the west side of the crossing and the front axle assembly was dragged 50 metres down the tracks.

Police investigators believe Stanton was "cannonballed" out of the wreckage, rolled under the train and along the tracks.

Flashing red lights at the crossing and a traffic light ahead of it were in operation at the time.

The train, on its way to Ottawa, was delayed for two hours.

25/02/1980 *Ottawa Citizen**Chalk River**Renfrew*

And a Renfrew woman is in satisfactory condition in hospital after a CPR freight train and her car collided at a marked railway crossing about 10:30 p.m. Friday.

Darlene Mary Scrivens, 34, of 149 Tasse Ave., was northbound on Raglan Street when the rear of her car was struck by the train.

Police said flashing lights and bells at the crossing were operating when the accident occurred.

27/10/1980 *Ottawa Citizen**Chalk River**Pembroke*

Train-truck crash victims identified

Provincial police in Pembroke have identified the bodies of two men killed Friday morning when a 98-car freight train sliced into their pickup truck.

The driver of the truck, Greg Wayne MacMillan, 17, of Prince Edward Island, and passenger Donald Michael Cardinal, 23, of Lawrenceville, Que., were travelling eastbound on Hwy. 417 at 8:45 a.m. when the Canadian Pacific train collided with the truck.

Pembroke group trying to rescue historic station

PEMBROKE When Zolo Demeter heard the city's 104-year-old train station was going to be torn down in July, he couldn't believe nobody cared.

"I was shocked that nobody had come forward to do some-; thing about it," said the Pembroke restaurateur Thursday.

"It's a beautiful building and ' part of the city's heritage."

Demeter's concern for the stone station, which was built in 1877, began by accident when he noticed Canadian Pacific's notice of demolition posted in the station.

He said - he was bringing a friend to catch the 1 a.m. train in June when he saw the notice which stated, unless there was opposition, the station was to be torn down July 1.

"The notice was posted inside the station where no one could see it unless they were picking someone up or sending them off," he said.

The station in Pembroke is only open from 11 p.m. to 5 a.m.

A few calls to a number of people [sic] around town revealed that others were also concerned but no one could afford to save the station.

CP offered the station to the city for \$1 last winter under the condition it be moved to a new location.

Demeter approached city council to hold an emergency meeting to obtain an extension so a solution could be found.

"We asked to extend the deadline to December 31, but they have given us only until September 15," said Demeter.

Alderman Stu Donaldson, chairman of the industrial planning, environmental and development committee, said community and service groups had expressed interest in saving the station but no one could afford to move it.

Estimates to tear down and rebuild the station range between \$200,000 and \$250,000.

"The city supports any effort to save the station but we don't have the funds to get involved in its move or management," said Donaldson.

Realizing the support existed but more time was needed to find a solution, Demeter formed the Ottawa Valley Public Action Committee.

Although in its early organizational stages, the committee has brought together 25 people who want the station to remain where it is on Nelson Street, converted to other uses.

Some of the ideas being talked about are establishing an arts and crafts display area or a farmer's market.

Demeter said he has approached many service clubs who have volunteered funds and manpower to help renovate the station.

Among the project's supporters is the Ottawa Valley Historical Society.

President Ruth Grant said the society has given its support to the project because it is concerned whenever a building with historical value may be torn down.

She renewed her call for the establishment of a local architectural conservation advisory committee, which would recommend to council what buildings should be designated as heritage properties under the Ontario Heritage Act.

Once the designation is approved and no one files objections, the owner of the property would not be allowed to tear it down or alter its appearance without council approval.

"We have been pressing for it for many years but council has not yet come through," she said.

Donaldson said the bylaw to establish the committee has been held up because city officials feel there should be 12 members sitting on the board.

"We hope to have it formed by the end of August," he said.

However, should an agreement not be worked out with CP and VIA Rail to keep the station on its present site, the preservation group has a few alternatives.

Sheila Larmer, architectural conservation officer for the Heritage Administration Branch of the Ministry of Culture and Recreation, said funds could be made available for both the move and restoration of the building.

She said her ministry could supply funds to pay for the stabilizing of the building in its new site.

Funds would be used to ensure the safety of the new location, exterior renovation and roof repairs.

Funds for the actual move could be obtained from Wintario. The committee would have to become incorporated as a non-profit organization to be eligible for grants.

Larmer warned, however, that her ministry would rather see the station remain where it is.

"We normally shy away from moving buildings," she said.

"We've had some success in preserving original sites in southern Ontario but not in the Ottawa Valley."

She also cautioned that even with grant from both ministries, more money would have to be found to cover the cost of the move: "Funds will have to be raised locally or through the committee."

CP and VIA. Rail officials were unavailable for comment Thursday.

CP insists it wants station moved or razed

PEMBROKE Efforts by a local group to save the city's 104-year-old train station may be in vain because of a Canadian Pacific policy.

A spokesman for CP Rail in Ottawa says the policy insists stations not used for railway business must be moved or torn down.

"The main reason is safety," said the spokesman, who asked not to be identified.

"We cannot allow the use of the building by other groups because of the possibility of derailment."

He said CP has eight freight trains using the line daily with VIA Rail using the line twice a day for its passenger service.

The spokesman said once the station is torn down in September, a new one will be built in its place.

He reiterated the railway's offer to sell the station to any group or individual for \$1 on condition they move the station.

However, the man heading the push to keep the station on its original site says the derailment excuse is "hogwash."

Restaurateur Zolo Demeter said Wednesday many homes are much closer to the track than the station is and CP does not take them into consideration.

"I think it's a very poor excuse to have the station torn down," said Demeter.

The company policy will not deter Demeter from pushing ahead with efforts to save the stone structure, built in 1877.

He said he plans to organize a rally in September involving students from local high schools and Algonquin College to show the railway there is interest in saving the structure from the wrecker's ball.

Through the newly formed Ottawa Valley Public Action Committee, Demeter will approach the students, as well as local, provincial and federal politicians, to attend the rally.

"I want to get everyone involved, especially the students because the young people have to realize we are talking about their heritage," he said.

The concern over the train station has been brewing since last winter when CP informed city council it would tear it down July 1 if it wasn't moved.

City hall officials have said efforts were made to find a body that would move the structure but there were no takers because of the expense involved.

Because it is a stone structure, which would need to be taken down and rebuilt, estimates put the cost as high as \$250,000. The city is not getting involved financially but is supporting the group's efforts.

The committee wants to convert the Nelson Street station into an arts and crafts market or a farmers' market.

If an agreement cannot be worked out with the railway, the group may be able to obtain funds for the move through the heritage administration branch of the Ministry of Culture and Recreation and Wintario.

However, Demeter is adamant about keeping the station on its original site.

"If we move it, it loses some of its originality," he said.

Demeter is convinced that if there is enough support from people in Pembroke and area, officials at CP Rail will listen.

"If I get together with high-ranking officials they will probably change their minds," he said.

10/08/1981 *Ottawa Citizen*

Chalk River

Pembroke

Train kills youth walking on tracks

Two district residents were killed in weekend accidents, including an 18-year-old Pembroke youth who was struck from behind by a train Saturday at 6:30 p.m.

Rick Duchene was walking with a friend on railway tracks near Moffit's Crossing when he was struck by the train. Apparently, Duchene and Tim Warner didn't hear the train coming

Darrell Duchene, 16-year-old brother of Rick, said, "Tim tried to pull my brother off of the tracks when he saw the train but was just too late."

21/08/1981 *Ottawa Citizen*

Chalk River

Pembroke

Train station's future may be decided today

PEMBROKE The future of the city's 104-year-old train station may be decided today at a meeting with a local restaurateur and the vice-president of Canadian Pacific Rail.

Zolo Demeter is scheduled to meet with R.S. Allison in Montreal in what may mark the final countdown to the structure's demolition.

Demeter is the driving force behind the efforts to save the station.

He is responsible for obtaining an extension of the demolition deadline originally set by CP last winter. In June, CP officials agreed to extend the deadline from July 1 to Sept. 15.

Demeter has formed the Ottawa Valley Public Action Committee which has approached community groups in the city for their support.

He arranged a meeting last week with the area manager for CP to discuss alternatives to demolishing the station, which was built in 1877.

When this proved fruitless, he decided to go straight to the top and was granted a meeting with Allison earlier this week.

Armed with letters from service groups, the Pembroke Historical Society and arts groups, Demeter hopes to convince CP officials the station is worth saving.

"To destroy this building will be destroying a part of the city's heritage," he said.

A number of alternative -uses for the building have been put forth by the committee, including the establishment of an arts and crafts market or a farmers' market.

However, CP officials have insisted company policy states stations which are not used for railway business must be moved or torn down.

Safety and the possibility of derailment are the reasons given to Demeter by the railway.

A new building is scheduled to be constructed in the fall to replace the stone structure.

The railway has offered to sell the station to any group or individual for \$1 on condition they move it.

Although he is reluctant to consider moving the structure because it would lose some of its historical impact, Demeter admits a city contractor and architect are studying the cost or dismantling, moving and rebuilding the station near the marina.

Pembroke station's doomsday is September 15

PEMBROKE Historical buffs have until Sept. 15 to take pictures of the city's 104-year-old train station, because it will no longer exist Sept. 16.

Efforts by a local group to obtain the station from Canadian Pacific to open an arts and craft fair or farmer's market have failed.

Although the group, the Ottawa Valley Public Action Committee, is now concentrating its efforts on moving the station from its Nelson Street site to the marina, CP Rail is standing firm on its decision to tear the stone structure down Sept. 15.

Even a meeting in Montreal last week between CP's Executive Vice-President R. S. Allison and Zolo Demeter, a local restaurateur and leader of the committee, failed to produce a change in the railway's verdict.

"It was like running into a brick wall," said Demeter.

"He took many notes but kept repeating the decision is company policy."

Safety is what the company policy is based on.

A company spokesman in Ottawa said the policy insists stations not used for railway business must be moved or torn down. He added the possibility of injury because of a derailment is what the company wants to avoid.

The company offered last January to sell the station for \$1 on condition it be moved. When no takers were found, CP informed the city it would be torn down July 1.

Demeter stepped in at the end of June and pushed for an extension of the deadline to Sept. 15.

Since then, he has formed the committee, made service clubs and Pembroke residents aware of the problem and obtained their support as well as meeting with the area manager for CP.

Now that it is apparent the railway will not change its stand, Demeter is concentrating his efforts on having the structure moved.

Demeter said a local contractor has offered to move the structure, stone by stone, for about \$10,000, while a local architect is working on a plan for the new foundation and shell.

Funds for this shell and the foundation would have to be raised locally or obtained through various government programs, including Wintario or through the heritage administration branch of the Ministry of Culture and Recreation.

Now the struggle has become a race against the clock.

"As long as the last stone is still standing, we will do everything we can to save it," said Demeter.

04/09/1981 *Ottawa Citizen**Chalk River**Pembroke*

Battle to retain railway station reaches ministry

PEMBROKE A petition containing more than 1,000 names was to be delivered to Transport Minister Jean-Luc Pepin today, asking the ministry to step in to stop the demolition of the city's 104-year-old train station.

Zolo Demeter, a local restaurateur who has headed efforts to save the station, is in charge of the petitions and letters from local service and community groups and city council.

Demeter has organized the collection of petitions as a last-ditch effort to keep the stone structure intact.

"We are entering the 11th hour of the situation," he said. "If this doesn't work we are really in hot water."

Other efforts by a local group headed by Demeter to obtain the station from Canadian Pacific Rail - to open an arts and craft fair or farmer's market have failed.

Although the group, the Ottawa Valley Public Action Committee, shifted its efforts last week to moving the station from its Nelson Street location to the marina, CP is standing firm on its decision to tear down the stone structure Sept. 15.

Even a meeting in Montreal a few weeks ago between CP's executive vice-president R. S. Allison and Demeter, failed to produce a change in the railway's verdict.

Now the committee is simply concentrating on keeping the station from falling under the wrecker's ball.

The railway has repeated that company policy prohibits the station from being used for other purposes.

A company spokesman in Ottawa said the policy insists stations not used for railway business must be moved or torn down. He said the possibility of injury because of a derailment is what the company wants to avoid.

The company last January offered to sell the station to the city for \$1 on the condition it be moved. When no takers were found, CP informed the city the building would be torn down July 1.

Demeter stepped in at the end of June and pushed for an extension of the deadline to Sept. 15.

Since then he has formed the committee, made service clubs and Pembroke residents aware of the problem and obtained their support as well as meeting with the area manager for CP.

A spokesman for Pepin said Thursday he was not aware the petition was on its way to Ottawa but that the ministry would take it into consideration in trying to find a solution.

"We will make every effort to find an equitable solution to the problem," said the spokesman who asked not to be identified.

Hot box claimed in train derailment

By Dave Mullington and Michael Prentice Citizen staff writers

ARNPRIOR An overheated bearing, better known as a "hot box," caused a CP freight train to jump the rails and narrowly miss plowing into homes in the centre of Arnprior Sunday night, a spokesman for CP Rail said today.

Several box-cars stopped only 25 metres (75 feet) from the homes after the derailment that left 14 freight cars in a tangled heap.

The mangled cars contained no chemicals or explosives, and no one was hurt.

CP Rail spokesman Stephen Morris confirmed today the crash was caused by a hot box.

A hot box caused the 1979 derailment of a freight train in Mississauga that led to the evacuation of 250,000 persons because of the danger of deadly chlorine gas.

The Arnprior train was carrying general merchandise such as canned goods and meat.

Since the Mississauga incident, a federal commission of inquiry has recommended improved safety measures to prevent hot-box derailments but the Canadian Transport Commission has not yet acted on the recommendations.

A hot box occurs when a wheel bearing overheats, causing the rail car axle to seize or burn off. The improved safety system would require hot-box detectors every 32 kilometres (20 miles) on track through urban areas.

There are no hot-box detectors on the section of track where Sunday's crash occurred, Morris said. He added that CP Rail is planning to put them in by next year.

Therese Giroux, a spokesman for the Canadian Transport Commission, said today the commission will decide very soon whether to make the detectors mandatory on all rail lines through urban areas.

Arnprior Police Chief Dave Thorn ordered barricades immediately after the accident, but no one in this town of 6,100 was evacuated.

Morris said damage was minimal to the cars. The rail line was reopened at 7.30 a.m. today.

The derailment occurred at the corner of Edward Street North and William Street West in a residential section about two blocks from the downtown business section.

Morris said the accident happened shortly after 9 p.m. as the Montreal-bound CP Rail train No. 482 was moving through the town "at under 30 miles per hour."

Arnprior Mayor Tom Sullivan said, "It's inevitable it's going to happen. Trains have been running up and down this line here for many, many years. We've all thought since the Mississauga episode we should have a disaster plan, but how do you plan for this kind of accident?"

He said the town had a disaster plan and "it looks to me as if our plans worked Sunday night."

The 14 derailed cars were part of a 115-car general commodity train travelling from western Canada, Morris said. He said the 14 cars were located near the front of the train and contained products such as soft drinks, steel, frozen fruit and vegetables, tins of meat, coal and sides of beef.

The train also included cars carrying listed dangerous products such as ink and cleaning solutions, but these cars were not affected by the accident. "Almost half the town was out during the night to see it," said 80-year-old Genevieve Daze, who lives with her 83-year-old cousin May near the scene of the accident.

"There were greater vibrations than ever before," said Daze, who has lived in her Edward Street house for 65 years.

Thorn said he was told of the derailment shortly after 9 and went to the scene immediately. Barricades were set up to keep the public back, he said, but nobody was evacuated because by that time the danger seemed to have passed.

09/09/1981 Ottawa Citizen

Chalk River

Arnprior

Arnprior derailment cleared enough to reopen traffic

By Jennifer Jackson Citizen staff writer

Trains are back on the track in Arnprior after a 14-car derailment Sunday. But workers are still struggling to clear up the mess.

"I believe it will take the rest of the week to clean up the box cars," Arnprior Mayor Tom Sullivan said Tuesday. "They're demolishing the cars and cutting them up for scrap."

The 115-car CP freight train was bound for Montreal from Western Canada when it jumped the rails and narrowly missed several homes in central Arnprior about 9 p.m.

There were no injuries and no dangerous goods were aboard.

Sullivan said one of the cars carried sides of beef that "looked pretty inviting" and frozen strawberries and raspberries, but the area was well patrolled and there was no looting.

An overheated bearing, called a "hot box," caused the derailment, CP Rail officials said Tuesday. A hot box occurs when a wheel bearing overheats, causing the rail car axle to seize or burn off.

A hot box caused the 1979 derailment of a freight train in Mississauga that led to the evacuation of 250,000 residents from the threat of deadly chlorine gas.

Since that accident, a federal commission of inquiry has recommended improved safety measures that would require hot-box detectors every 32 kilometres or 20 miles of track.

But there are no hot-box detectors on the section of track where Sunday's crash occurred.

Therese Giroux, a spokesman for the Canadian Transport Commission, said the commission will decide very soon whether to make the detectors mandatory on all rail lines through urban areas.

104 years of service razed in two hours (with picture)

PEMBROKE (Staff) After 104 years of serving the needs of Pembroke and area residents, the city's train station was torn down in less than two hours Tuesday.

Despite a two-month campaign by a local group to save the stone structure, a contractor demolished the building almost immediately after receiving the demolition permit from the city.

Owned by CP Rail, the building was torn down so a new, \$70,000 structure could be erected in its place.

Construction is expected to start this week and be completed in two months. A trailer will serve as temporary shelter until the new one is completed.

Zolo Demeter, a local restaurateur who headed the struggle to keep the station intact, called the event "Black Tuesday" for Pembroke residents.

"Pembroke residents never had a chance to fight the decision," said Demeter.

"CP knew all the rules and played their game well."

Describing the demolition as unfortunate, Mayor Angus Campbell said the move was inevitable and the city could not do anything to stop the railway from tearing it down.

As well as supporting the campaign to save the station, the city tried to withhold the demolition permit to give local committees a chance to make arrangements to have the station moved.

Campbell said the city granted the permit after contacting officials in Arnprior who have lost a costly three-year battle to save their train station.

He said Arnprior council decided Monday to drop its legal battle with CP because it had become "an exercise in futility."

"CP officials had made up their minds so it was only a matter of time," Campbell said.

"Zolo Demeter and his committee are to be commended."

Demeter helped form the Ottawa Valley Public Action Committee in June and managed to get CP to change the original deadline for demolition from July 1 to Sept. 15.

At first the committee wanted the structure to remain where it was, to be used as an arts and craft fair or farmer's market.

The group shifted its efforts last week to moving the station from its Nelson Street site to the marina, but CP stood firm on its decision to tear the stone structure down Tuesday.

Even a meeting in Montreal a few weeks ago between CP's Executive Vice-President R. S. Allison and Demeter failed to produce a change in the railway's verdict.

The company kept repeating that its policy prohibits the station from being used for other purposes. A company spokesman in Ottawa said the policy insists stations not used for railway business must be moved or torn down. He added the possibility of injury because of a derailment is what the company wants to avoid.

The company proposed last January to sell the station for \$1 on condition it be moved. When no takers were found, CP informed the city it would be torn down July 1.

A last-ditch attempt to save the structure was launched last week with the collection of more than 2,000 names on a petition sent to federal Transport Minister Jean-Luc Pepin.

However, even this action proved fruitless; ministry officials were unavailable Tuesday for comment.

So after many years of service since its birth in 1877, the Pembroke train station has become but another memory of the city's history.

The only remnants of the station are a few benches, the ticket window and a few other pieces of furniture that were salvaged and sent to the Champlain Trail Museum.

23/01/1982 Ottawa Citizen

Chalk River

Pembroke

Freight train plows into truck

A Petawawa couple are recovering in Ottawa's Civic Hospital today after a CPR freight train slammed into their truck at a level crossing on Hwy. 17 near Pembroke, Friday.

Ontario Provincial Police said the collision took place at 8:40 a.m. as the couple's eastbound truck was crossing tracks near Westmeath Township. Gerald Gust, 58, is listed in satisfactory condition. His 49-year-old wife, Gloria, is in fair condition in the hospital's intensive care unit. Their truck was destroyed.

20/09/1982 Ottawa Citizen

Chalk River

Chalk River

Chalk River rail station to go

CHALK RIVER The death knell has been sounded for another historic Valley train station.

CP Rail has asked council for a certified resolution that there's no objection to removing the 72-year-old station. Council could see no reason to object.

CP, as it has done in other communities, wants to replace the station with a modern passenger shelter.

There's a possibility a CP-owned home at the entrance to the village will also be demolished and the property will be included in a package council is hoping to purchase through Marathon Realities.

The property is required as a site for a new water tank, part of a general upgrading of the municipal water system planned for next spring.

10/02/1983 Ottawa Citizen

Chalk River

Pembroke

Teacher, son killed in car-train crash

PEMBROKE A pall hung over Hillcrest Elementary School Wednesday after word came that a special education teacher and her son, a student at the school, had been killed in a car-train crash.

Carolyn Frausell, 40, and son Sean, 9, died instantly when their 1979 Volkswagen Rabbit was struck by a westbound Canadian Pacific freight train Wednesday morning.

The car was demolished and thrown beside the track about 20 metres from the point of impact. The crossing is about 200 metres from the Frausell home and within view of the accident site.

The crossing has no mechanical warning devices. The Old Mill Road, where the accident occurred, provides the main access to six homes in a new development along the Ottawa River just east of Pembroke.

Steven Goltz, a resident of the development for about two years, said he knew of no previous safety problems at the crossing. He was unaware of any steps having been taken to get CP to install mechanized signals.

CP spokesman Paul Jolicoeur said the Canadian Transport Commission's rail transport committee decides when automated signals must be installed at a particular crossing.

Farmer killed as his tractor hits CP train

A 46-year-old Renfrew man was killed when the tractor-trailer he was driving hit a freight train on Hwy. 17 Saturday, about two kilometres from Haley Station.

Bernard Fiebig was killed at about 4:40 p.m. when his westbound vehicle hit the Canadian Pacific train. A passenger, Douglas Wallace, 35, also of Renfrew, was treated and released from hospital.

Cpl. John Bromilow of the Ontario Provincial Police in Renfrew said Fiebig possibly didn't see the signal that the train was crossing. He said the train's engine was extensively damaged and another engine had to be sent before the tracks were cleared. The \$60,000 tractor-trailer was destroyed.

A relative of Fiebig's said he owned his own trucking firm, B and E Fiebig Trucking.

Fiebig is survived by his wife and three children. The funeral will be held Tuesday in Renfrew.

07/03/1983 *Ottawa Citizen**Chalk River*

Retiring after 43 years, railroads still in his blood

After 43 years of riding the rails as a conductor, Don Gaw made his last official run Saturday on Via Rail's Train 178 between Sudbury and Ottawa. Now he'll travel mostly by bus or plane, the 60-year-old Ottawa trainman said Sunday.

Gaw said he expects to start a part-time job as a travel conductor with a local agency "in the near future," and most of his tours will be by bus. ,

But in the immediate future, he leaves on a flight for Florida this week for a brief holiday.

Railways are still in his blood and he thinks it's a great shame that Ottawa is not served by transcontinental train service.

He said passenger train service may be down, but it's not out yet.

"There a certain element of the public that likes to travel by train, you know, they don't want to travel on the bus and they don't want to fly."

He recalled getting numerous complaints from train passengers who had to be bused between cities when trains broke down.

"I think the (train) business is there if it's properly managed," said Gaw.

Now that he's retired, he plans to play some golf, do some charity work with the Ottawa Shriners Club, of which he is president, and maintain an interest in the Bytown Railway Society when he isn't occupied with the bus tours.

Looking back on his career, which included 16 years on CP Rail's service between Ottawa and Montreal, he said the highlight was Queen

Elizabeth's 1977 steam engine trip to Wakefield. He was the conductor on that trip.

"It was a really big thrill," he recalled, although the rainy October weather made it hard for Her Majesty to appreciate the true colors of the autumn leaves.

He had worked the Ottawa-Sudbury-Ottawa run since November, 1981

08/10/1983 *Ottawa Citizen**Chalk River**Pembroke*

5 hurt in Pembroke train-truck collision

Five VIA train passengers received minor injuries Friday afternoon when a tractor-trailer slammed into a passenger car at a city crossing in Pembroke.

The injured were treated for minor cuts and bruises at Pembroke General Hospital and were able to continue the journey by bus. The incident caused a four hour delay for the 55 travellers on the train.

"My father said he saw the truck heading for the train and he threw my mother to the floor and ducked. He says the next thing he knew there was a truck in the train," said Ken Seward, whose family was travelling on the train. They were among the injured.

A Pembroke police spokesman said the train, travelling from Ottawa to Sudbury, was hit as it crossed the Hwy. 17 intersection near the city's main commercial area.

The incident is under investigation and police are uncertain about the cause of the accident.

The truck driver, Eddie Weisenberg, of Pembroke, was treated for minor cuts and relased.

VIA officials, however, said the train conductor was not at fault.

"The train always has the right of way," said VIA spokesman Daniel Rossel. "The car always has to stop. It's much harder to stop a train.

"What happens quite often is that cars try to beat the train and sometimes they get hit.

"It's too early to tell how much damage was actually done to the track and the crossing, but the train is in very bad shape."

Police said there was also extensive damage to the transport.

Rossel said service between Ottawa and Sudbury will be continued by bus while repairs are completed.

He said everything should be back to normal by Sunday, or "Monday at the latest."

The driver of the truck received an award during the summer celebrating 25 years of safe driving for Taggart's Service Ltd.

11/10/1983 *Ottawa Citizen**Chalk River**Pembroke*

Charge laid in collision

A Pembroke man, Eddie Weisenberg, has been charged with disobeying a railroad crossing sign after driving his tractor-trailer into a VIA train Friday afternoon. -

Police said the train, travelling from Ottawa to Sudbury and carrying 55 passengers, was hit as it crossed Hwy. 17 in Pembroke.

Five passengers and the truck driver suffered minor cuts and bruises, and were treated at Pembroke General Hospital. The train passengers then continued their journey to Sudbury by bus.

There was extensive damage to both the train and the truck, police said. The tracks also were damaged, and service was continued by bus while repairs were completed.

VIA officials said train service was back to normal on Monday.

19/12/1983 *Ottawa Citizen**Chalk River**Cobden*

Orleans woman dies in train collision

One person was killed and another injured in a car-train collision at an unmarked railway crossing near Cobden Saturday.

Lynne Lecouffe, 26, of Orleans died when the car she was in was hit broadside by a westbound Canadian Pacific freight train at 4:15 p.m.

Her husband, Stephane, 35, who was driving, is in serious condition at the Ottawa Civic Hospital. He is an employee of the Canadian Bank Note Co. in Ottawa.

The Lecouffes were crossing the tracks from a farmer's laneway off Hwy. 17 in Ross Township near Cobden when the accident occurred. Cobden is about 32 kilometres northwest of Renfrew.

The laneway is private property, with the railway tracks cutting across it.

Ontario Provincial Police Const. Sherwood Cavanaugh said the crossing did not have any signals or markings.

Police have not established how the accident occurred.

Man killed in collision

CARLETON PLACE A Smiths Falls-area man was killed Tuesday when the car he was driving struck a Canadian Pacific train at a level crossing in Beckwith Township west of Carleton Place.

Donald James Wilson 25, of RR 6 Smiths Falls was driving east on the 6th Beckwith concession when his car hit the side of the northbound train's engine shortly after 8 a.m.

It was the second car-train collision in Lanark county this month. Three weeks ago another area man was seriously injured when bis vehicle hit a CP train.

Truck crash derails train

A tractor-trailer with a load of logs crashed into a moving freight train at a Hwy. 17 crossing near Pembroke Friday, injuring the truck driver and derailing at least six cars.

Provincial police said the driver of the truck barely managed to jump clear as the truck barrelled into the Canadian Pacific freight about 5 p.m. at the Meath crossing, about 15 kilometres east Pembroke.

Police said Yvon Leger, 42, of Rawdon, Que., east of Montreal, is at the Ottawa Civic Hospital with head injuries.

Traffic on the busy highway, the main link to Ottawa 140 km east, had to be re-routed.

A Canadian Pacific spokesman said the line is used only for freight and no backlog is expected as a result of the accident.

Crack in rail line suspected cause of crash

PETAWAWA Workers are clearing away a jumble of rail cars that carried dangerous chemicals in the wake of a derailment Sunday that forced the evacuation of about 500 people from their homes.

The residents of a nearby trailer park and subdivision were allowed to return almost 11 hours after the 7:45 a.m. derailment of a CP Rail freight train when the smouldering cargo of sulphuric acid was declared harmless.

By 6:30 p.m., when residents were allowed to return to their homes, cranes had been moved in to clear the burned-out wreckage and CP Rail officials were checking out a crack in the rail line as a possible cause of the accident.

There is still no estimate of the damage.

Meanwhile, CP Rail spokesmen maintain all safety requirements were adhered to. The train was operating within speed limits at 70 kmh and tankers carrying dangerous chemicals were separated from each other, they said.

There was only one injury as the westbound 86-car train went off the tracks within about 30 metres of the astonished residents of Pine Hurst trailer park. A crew member riding in the caboose suffered minor injuries.

Bob Rantz, clerk of Petawawa, estimated that 500 residents of the trailer park, Portage Place subdivision east of the train wreck and portions of Petawawa Township west of the de-railment temporarily moved out of their homes.

But fire and police officials here say they have no accurate figures on the number of residents involved.

"We're attempting to make up a list of the evacuated residents for CP officials today," Rantz said.

The line will remain out of service while up to a half-kilometre of track is replaced and repairs are made to a bridge over the Petawawa River that was damaged in the derailment.

The line is expected to back in service by Tuesday. A daily VIA Rail train running between Ottawa and Sudbury, which also uses the line, has been cancelled until repairs are completed. VIA has set up a bus service in the meantime.

Freight traffic has been rerouted to Canadian National lines and other CP lines to the south.

The train left Montreal earlier Sunday and was bound for a number of stops in Western Canada.

The investigation by six Canadian Transport Commission investigators from the federal transport department continues.

At this point, a crack in the rail line remains the most likely cause, said commission spokesman Peter Schnobb, adding the cracked rail may have given way under the weight of the train, causing the 26 cars and two locomotives to jump the track.

Schnobb said it is not uncommon for the steel rails to quick thaw, as the area has had over the past few days.

Tina Burgess, 11, whose trailer home is close to the rail line, witnessed the crash. "When I looked outside, the cars were wobbling, shaking from side to side. I ran to wake up my father and all the cars started flying. They were crashing everywhere."

Larry Proctor, 60, heard a rumbling at 7:45 a.m., looked out the window and saw the rail cars "flipping like matchboxes until the weight finally stopped it."

"My wife says she's not going to bed any more unless she has all her clothes on."

Proctor called the fire department before he fled his trailer home.

The train jumped the track in heavy rain and thick fog, leaving 26 cars strewn along 300 metres of track.

The wreckage caught fire, and dense smoke billowed throughout nearby neighborhoods, causing the evacuation of Portage Place subdivision east of the train wreck and portions of Petawawa Township west of the derailment temporarily moved out of their homes.

Evacuated residents of the subdivision left their homes on Lisa Crescent, Hilda Street, and Russell Road.

People who live on certain sections of Selkirk and Doran Street were also advised to leave their homes temporarily.

Few of the displaced families went to the Petawawa Civic Centre, where emergency accommodation and refreshments were offered during Sunday's crisis.

Fire officials were not certain what caused the fire, although Arnold O'Kane, fire chief co-ordinating the operation, said it might have been friction between the mangled rail cars.

People were evacuated from an area up to 3.5 kilometres from the crash.

Firefighters played their hoses on the cars throughout the day and it was not until evening that the fire was out.

Firefighters were concerned the rain and water from their equipment might react with the cargo in one car, five 40-pound barrels of liquid sulphuric acid that could form a toxic gas and cause vomiting and severe damage to eyes and lungs.

As well, emergency workers feared winds would shift and pick up from six to 22 kmh, thereby fanning the feared acrid fumes toward nearby CFB Petawawa and the major portion of the village, with a combined population of about 10,000.

By 1 p.m., they had the fire under control and when they opened the boxcar with the sulphuric acid later in the day, they found it had burned off, apparently causing no harmful fumes.

CP Rail spokesman John Cox in Toronto said it posed no serious health hazard unless inhaled from close range and police said later that air samples taken by federal environment department officials showed no sulphuric acid was released.

Officials had considered a second evacuation involving up to 3,000 area residents and base personnel, but after an emergency meeting with CP Rail and transport commission representatives Sunday afternoon, it was decided not to evacuate more residents or base personnel.

Rantz said most of those who did evacuate visited friends and family in other parts of Petawawa.

Two tanks containing 20,000 gallons of flammable low-grade lubricant oil presented some concern and Pembroke's water filtration plant was closed down after environment ministry officials discovered a low-grade petroleum oil leaking into a ditch that drains into the Petawawa and Ottawa Rivers.

But Pembroke Mayor Angus Campbell said the city has more than three million gallons of water in reserve that can last until the end of the week.

The city filtration plant pumps between 300,000 to 400,000 gallons of water to city residents and parts of neighboring Stafford Township daily.

Campbell said officials had prepared to implement a prepared emergency plan on Sunday if the situation worsened and forced 10,000 Petawawa residents to vacate their homes.

Soldier manages to sleep through nearby derailment

Lloyd Newton slept through a train derailing in his backyard Sunday.

The soldier was awakened by pounding on his trailer home door and it wasn't until he opened his door, about 50 yards from the tracks, that he noticed there was something wrong.

"I didn't hear a thing," Newton said.

Like others, Newton was invited to spend Sunday at the community centre, but chose to visit friends and relatives instead.

He returned to his home after 6:30 p.m. Sunday, when emergency officials decided there was no longer a danger.

Dale Morris, 34, an army wife, of Lisa Crescent, was watching television with her son and heard, nothing.

When she looked outside, she saw smoke rolling down her street. ; She said after hearing about the disaster in Bhopal, India, she wasn't about to take any chances. She got out fast. Thousands died in Bhopal late last year when a deadly pesticide leaked from storage tanks at a nearby Union Carbide plant.

About 100 of the people who were evacuated spent the day at Petawawa Civic Centre. The operator of the snack bar at the centre said he had to go to several stores in the village to buy enough hamburgers and hot dogs to feed those evacuated.

The village paid for the food, but hopes it will get the money back from CP Rail.

Those at the centre spent their day watching television, playing games and watching a hockey game at the arena.

Six people who live on Lisa Crescent described the evacuation as orderly and without panic.

Their only complaint was about the lack of information they received throughout the day about the progress of the clean-up.

Renee Watson, 33, a resident of the Petawawa subdivision, south of the train wreck, said she was asleep and thought she was dreaming the train derailed.

Watson said some area residents paid no attention to the noise, having become accustomed to practice drills, flares, smoke and guns from military manoeuvres nearby.

"You always think it will happen somewhere else, but you never suspect it'll happen here," she said.

Luck, experience helped limit impact of crash.

A combination of luck and lessons learned from the 1979 Mississauga train wreck prevented Sunday's CP Rail derailment at Petawawa from being more serious.

Canadian Transport Commission spokesman Peter Schnobb said two tank cars that normally carry propane and another that normally carries methyl alcohol were empty when the freight train left the tracks.

"There was the potential for something much bigger," Schnobb said Monday.

As it was, it took 11 hours for 50 firefighters to bring the blaze under control so 500 people could return to their homes.

CP spokesman Herb Brooks said today the line was expected to be open by 6 p.m. this evening.

Schnobb said even if those tank cars had been full, numerous safety precautions resulting from the Mississauga accident would have reduced the danger of a disaster.

Rail carriers must now separate tankers carrying dangerous chemicals from cars carrying flammable products. The positioning of cars on the derailed train was checked and met the requirements.

Chemical carriers are also now more resistant to damage and fire because of structural improvements made to the cars. "We can no longer duplicate Mississauga," said Schnobb.

A six-member transport commission investigation team is on the scene and a report will follow. No date has been set for its release.

Preliminary damage estimates put the cost at \$350,000.

At this point, a crack in the rail just east of the derailment remains the most likely cause, said Schnobb, adding that the broken rail may have given way under the weight of the train.

Schnobb said it is not uncommon for the rails to crack, especially following a quick thaw like the one that hit the area over the past few days.

He said the track is inspected by the railway company on a regular basis and the CTC carries out periodic reviews as well.

Schnobb didn't know when the line was last checked. That type of information will come but in the investigation.

The issue came up in the House of Commons Monday when Liberal MP Len Hopkins asked Transport Minister Don Mazankowski for a review on how often rail inspections were carried out.

Mazankowski said no action would be taken until the investigation is complete.

Officials said the derailment could have resulted in a much larger evacuation.

Firefighters were concerned the rain and water from their equipment could have reacted with the cargo in one car carrying 200 pounds of sulphuric acid. A toxic gas could have formed, causing vomiting and severe damage to eyes and lungs.

As it turned out, fire officials found when they opened the boxcar that the sulphuric acid had burned off without causing any dangerous fumes.

Lubricant oil also caused concern. Pembroke's water filtration plant was closed after environment ministry officials discovered the oil leaking into a ditch that drains into the Petawawa and Ottawa rivers.

The plant resumed normal operations early Monday. Environment ministry spokesman Andrew Policy said only a small amount of oil leaked into the Petawawa River, posing no threat to the water supply.

The 86-car train was traveling westbound at 70 kilometres an hour at the time of the 7:45 a.m. derailment. That was within recommended speed which varies according to weather conditions, geography, proximity to urban areas and track configuration.

One of four crew riding in the caboose suffered a bruised knee.

About 100 CP employees worked throughout Monday and by 2:30 p.m. the track had been cleared of the 27 derailed cars. A nearby bridge, which spans the Petawawa River, needs extensive repairs with about three-quarters of the timbers in need of replacement because of damage from the derailment.

In the meantime, VIA Rail trains from Ottawa to Sudbury which use the line have been cancelled and a bus service is being provided.

CP has rerouted its freight traffic to other lines.

Derailed still echoes in trailer park.

PETAWAWA Pinehurst trailer park residents evacuated during the 27-car train derailment near here are having trouble forgetting the accident that shook them from their sleepy Sunday morning.

A steady stream of curious onlookers trudged through the water, and slush Monday to watch as mammoth cranes removed the twisted remains of the freight train from the tracks.

Some shook their heads as they looked at the boxes of bicycles that had tumbled from one wrecked car.

Esther Jourdain, the wife of a soldier, sipped coffee and squinted into the bright sunlight as she watched the cleanup from the doorstep of her trailer home.

"I'm always thinking about trains now," she said, remembering the thundering crash of the train.

Jourdain and her husband and two children have lived in the trailer for about 10 years and have no plans to move out.

"We have to stay here. Where else would we go except the PMQ's (private married quarters) at Canadian Forces Base Petawawa," she said.

"After all, this couldn't happen again."

Others, like Ed and Mary Jane McGuey, who have an 11-month-old daughter, said trains are dangerous but they weren't upset by the derailment.

"It doesn't scare us that much. It could happen anywhere," said the 31-year-old father.

27/02/1985

Ottawa Citizen

Chalk River

Petawawa

Trains coursing the rails again after Petawawa wreck cleared

PETAWAWA Exhausted workers who have struggled to clean up Sunday's CP Rail train derailment here were rewarded Tuesday with the sight of the first train in two days thundering through the village.

The 90-car freight train clattered over about 500 metres of new track toward Montreal, officially returning the line to service.

The repair crews "all sounded pretty elated" said CP spokesman Herb Brooks.

A few hours after the early-morning derailment, cranes were brought in to move the 26 cars that left the track, sparking a fire in one car containing 200 pounds of sulphuric acid.

Although as many as 500 people left the area, emergency workers later said the acid posed no danger.

The blaze was out by Monday morning and wreckage was removed from the track later that day.

Workers have also repaired a railway bridge damaged in the derailment less than a kilometre from the residential areas of Petawawa.

Officials suspect the derailment was caused by a cracked rail that broke under the weight of the train.

05/03/1985

Ottawa Citizen

Chalk River

Petawawa

New road sought to provide escape after derailment

Residents of a subdivision near the site of the recent Petawawa train derailment convinced Petawawa Township council Monday to study escape routes for emergency evacuation.

Emotions ran high before about 10 residents of Hoffman Subdivision won council's agreement to look into the possibility of a second road.

New Street, the only access to the subdivision, crosses the Canadian Pacific Railroad tracks to link with Highway 17.

Residents of the 67-lot development said that creates a safety hazard because the area can be isolated if the track is blocked.

Reeve Jim Jones told residents that they should have been aware of the access-road situation when they bought homes in the subdivision.

He said council would examine the land it now owns to see if a road could be built for emergencies.

Jones at first vetoed the idea of building a new road because of the cost, but later said a road that would serve the subdivision might be built as part of the township's nearby industrial park.

Coun. Alex Campbell will examine the township's roads and property to devise a plan satisfactory to the residents.

Two residents also argued an alternate route would improve convenience as well.

They said they had often waited in their cars for up to two hours while trains separated them from their families in the subdivision.

Group spokesman Aileen Power said if New Street were ever blocked by a train derailment similar to the one in Petawawa on Feb. 23, the only route to safety would be through the deep snow south of the subdivision.

She urged the township to set up an emergency plan that would facilitate speedy evacuation if necessary.

"Most of us came here not to blame council, but to ask for help . . . We're in a situation that's really dangerous," said subdivision resident Robbie Robinson.

A former councillor, Robinson said the issue of safe secondary access wasn't given serious consideration when residents brought similar concerns to council twice before.

"If the train wreck that happened in Petawawa two weeks ago had happened at New Street, we all would have been running out in the snow," Robinson said.

11/06/1985

Ottawa Citizen

Chalk River

Pembroke

Anglers survive with minor injuries in brush with train

PEMBROKE Two young men fishing on a town railroad bridge Saturday narrowly escaped death as they jumped from the path of a freight train and clung to the edge of the trestle as the train brushed against them.

Richard Allen Bedard, and Mark William Lintick, both 19, of Quesnel, B.C., were not seriously injured as the westbound Canadian Pacific train crossed the trestle over the Muskrat River near Lake Street at 4.40 p.m.

Lintick was taken to Pembroke General Hospital with leg injuries and transferred Sunday to Ottawa Civic Hospital where he is listed in satisfactory condition with a compound leg fracture.

Bedard was treated for a sore back and shoulder and released.

The exact speed of the train was not available, but police estimated it was travelling less than 45 kilometres per hour as it passed through town.

"I'll never fish there again," said a shaken Bedard in an interview Monday.

Both he and Lintick, who were visiting Bedard's father in Pembroke, had caught several fish from the trestle bridge last week.

Bedard said they returned late Saturday afternoon to try their luck again, not expecting to see a train.

They had been fishing for about two minutes when they heard a train whistle signalling its approach, Bedard said.

When they looked up, the train appeared to be about 20 feet away and seemed to be travelling "fast", Bedard added.

He said they had no time to escape and believes he saved himself by pushing his body against a raised side bar a few inches from the side of the track and holding on.

The train grazed Bedard's back as it passed by. Lintick's leg was struck by the passing freight.

Area fishermen sometimes fish from the trestle although there is regular train traffic along the track.

In a press release Monday, Pembroke police said the incident should warn others not to trespass or loiter on railroad trestles.

09/01/1986

Ottawa Citizen

Chalk River

Trucker leaps just before train crash

An Ottawa transport driver narrowly escaped death Wednesday by leaping from the cab of his - truck just as it was struck by a VIA passenger train at a Hwy. 17 railroad crossing near Renfrew.

None of the passengers aboard VIA's Vancouver-bound Canadian was injured as the train plowed into the front of the truck at 2:15 p.m., destroying the cab and ripping open the front of the trailer.

Provincial police in Renfrew believe that the driver, John Williams, of Fox Hollow Crescent, jumped from the cab of the truck moments before impact.

Williams was treated at a Renfrew hospital before being transferred to Ottawa Civic Hospital where he underwent surgery late Wednesday. He received multiple injuries, including fractures and a concussion, but they are not considered life threatening. -

Hospital officials said Williams was still in a surgical recovery room this morning and his condition was not immediately available.

Hwy. 17 was reopened at 2:35 a.m. today, 12 hours after the accident. Motorists had been detoured through the hamlet of Haley Station, about 10 kilometres west of Renfrew.

Debris from the destroyed truck and its trailer unit, which was loaded with bales of paper, littered the road.

Railway crews were on the scene today with a crane brought from Montreal to lift the train's steam generator unit, located behind the lead engine, back on the track.

OPP Cpl. Bob Bittorf, of the Renfrew detachment, said the impact of the collision knocked the unit off the tracks.

The train continued about half a kilometre after the collision before coming to a stop.

Train passengers were bused to Sudbury where they were to continue their trip aboard another train.

A damage estimate to the train was not available today.

It left Montreal at 10:35 a.m., stopping in Ottawa at 1 p.m., before continuing west.

A Rolphton-area woman was killed and her 18-year-old grandson seriously injured in one of two car-train crashes in Eastern Ontario since Friday. Theresa Lamure, 57, of Mackey, 200 kilometres northwest of Ottawa, died Friday evening after a Canadian Pacific freight train smashed into the back half of the car she was driving across a level crossing on Mackey Creek Road, just west of Rolphton.

Renfrew man killed in train crash

RENFREW - A 70-year-old local man died in hospital Saturday shortly after his truck was struck by a freight train at a crossing here as about 150 people at a nearby auction watched in horror.

William Guyea, of Harry Street, was westbound on Renfrew Avenue East, crossing the tracks near Barr Street, when an eastbound CP Rail freight train struck his truck broad side and pushed it about 1,350 feet down the track.

It took local fire fighters about 20 minutes to cut the roof off the demolished truck caught under the front of the train's engine, and pull Guyea out. He died shortly after arriving at Renfrew Victoria Hospital.

Renfrew Const. Tim Waugh said a post mortem was not conclusive, but indicated Guyea likely died of a combination of his injuries and a longstanding heart problem that was aggravated by the injuries.

Waugh said the flashing warning lights at the double tracks were working, but a five-unit work-crew train sitting idle on the first set of track may have obstructed Guyea's view of the approaching train.

Waugh said there have been previous accidents at the crossing, but no one had been killed.

Inquest set in level-crossing death

An inquest will be held into the death of a 70-year-old man whose pick-up truck was struck by a train here two weeks ago.

William Guyea died in hospital Oct. 18 shortly after his truck was hit by a freight train at a marked level crossing on Renfrew Avenue.

Police Chief James McBain said the inquest Jan. 13 and 14 will examine the "circumstances of the train and certain details of the accident."

At the time of the accident, Renfrew Const. Tim Waugh said the flashing warning lights at the double tracks were working, but a five-unit work-crew train sitting idle on the first set of tracks may have obstructed Guyea's view of the approaching freight train.

Pembroke seeks removal of CP Rail lines through town

PEMBROKE - City council endorsed a proposal Tuesday seeking support from the Canadian Transport Commission for the removal of about 12 kilometres of railway track to improve safety at train crossings in Pembroke.

Removal of the Canadian Pacific railway line running along the Ottawa River waterfront through Pembroke would reduce accidents and decrease traffic congestion in the downtown core, council was told.

Ald. Les Scott said rail traffic could be re-routed around the city of Pembroke on the existing Canadian National railway tracks.

Passenger and freight service has declined substantially in recent years to warrant the removal of one set of tracks in Pembroke, Scott said.

In his report Scott, chairman of the city's rail removal committee, said a total of 23 accidents resulting in two deaths and 15 injuries occurred on CPR tracks in the city of Pembroke between 1976 and 1986.

Another nine accidents including three fatalities on CPR crossings just outside the city's eastern borders between 1979 and 1986, he said.

Flying box-car lid fuels Pembroke safety complaints.

PEMBROKE - No injuries occurred when a 1,200-pound fibreglass rail-car cover flew off the top of a CP Rail train in downtown Pembroke here late Wednesday, but the mishap adds fuel to the city's bid to remove eight miles of rail in the community.

The train's slipstream apparently caught under the leading edge of the 55-foot cover used to shield cargo on open-top box cars, and the device became airborne as the westbound freight entered the Muskrat River tressel near city hall.

The cover came to rest on a cement abutment beside a truck route along Lake Street, that along with the train track, runs parallel to the main business section.

CP officials were not available for comment.

The incident follows on the heels of a city based study on the safety hazards of train tracks in downtown Pembroke, released earlier this week by Pembroke council.

Ald. Les Scott, who leads the fight to remove the railway line through Pembroke, could not be reached for comment

Scott, the chairman of the city rail removal committee, stated earlier this week at a council meeting that removal of the track in the community would reduce accidents at level crossings, improve safety and decrease traffic.

Scott wants train traffic to be re-routed along an existing CN line around the city.

A total of 23 accidents resulting in two deaths and 15 injuries occurred on the CPR tracks in Pembroke between 1976 and 1986.

26/02/1987

Ottawa Citizen

Chalk River

Renfrew

Trainman's hand signals may have confused driver killed at railway crossing

RENFREW Confusion over the meaning of railway hand signals may have caused the Oct. 18 death here of a 70-year-old local man whose truck was struck by a train at a railway crossing.

Two witnesses testifying Wednesday during the first day of an inquest into the death of William Guyea said a CP Rail worker waved the man through the Renfrew Avenue level crossing where his truck was hit by an oncoming freight train.

But CP Rail trainman Gary Harper told the coroner's jury he was giving Guyea the railway signal to stop, a horizontal sweeping movement at waist-level.

Guyea, of Harry Street, was southbound on Renfrew Avenue crossing the tracks near Jennet Street when the eastbound train struck his truck broadside and pushed it about 1,350 feet down the track past Hall Street.

The inquest was told two sets of tracks cross Renfrew Avenue. A train on the near tracks obstructed Guyea's view of the second set of tracks and the freight train.

Harper, a trainman for two months, told the five-member jury he thought Guyea was stopped on the wrong side of the road and gave him the railway sign to stop.

Harper said he had not been taught any different hand signals to stop motor vehicles. "We would not normally signal road traffic. It was a spontaneous reaction to use the railway signals."

Witnesses Brian Proulx and George Gruntz said they thought Harper was waving Guyea through the level crossing. Both men were in cars waiting for the red flashing lights to stop.

"There is no confusion in my mind as to what the signal meant," said Gruntz, a CP Rail employee of 30 years said.

It took firefighters 45 minutes to extricate Guyea from his demolished pick-up caught under the front of the train.

He died shortly after arriving at the Renfrew Victoria Hospital.

An autopsy showed Guyea died of a heart attack brought on by a combination of injuries from the accident and severe coronary artery disease.

Jack Saunders, the freight train's engineer, testified Renfrew is the worse place on the Smith Falls-Petawawa line for people crossing when red lights are flashing. Saunders said police should enforce the law and fine people who ignore the lights.

Saunders also said any double track crossing should have gates and that Renfrew should have an underpass so traffic can flow better when trains are in town.

The inquest continues today.

27/02/1987

Ottawa Citizen

Chalk River

Renfrew

Inquest urges hand signal training for rail staff

RENFREW A coroner's jury here investigating the railway crossing death of a local motorist recommended Thursday that CP Rail instruct its employees in proper motor vehicle hand signals.

The inquest, held into the Oct. 18 death of 70-year-old William Guyea, was told Guyea may have misinterpreted a CP Rail employee's signal as permission to drive through the Renfrew Avenue level crossing.

Guyea died when his pick-up truck was struck by a freight train.

CP Rail trainman Gary Harper said he gave Guyea the railway signal to stop, a horizontal sweeping motion at waist-level. Harper, 22, had worked for CP Rail for two months at the time of the accident.

Two witnesses said they thought Harper was waving Guyea through.

Harper was part of a crew on a five-unit working train that obstructed Guyea's view of the second of two sets of tracks as he waited on the north side.

In addition to the hand signal training course for all new and current CP Rail employees, the five-member jury recommended Renfrew rescind its noise bylaw to allow trains to blow whistles at all crossings in town.

Trains are not allowed to blow whistles at some residential crossings, including Renfrew Avenue.

The jury also urged barriers be placed at all urban railway crossings where there are two sets of tracks.

Jack Saunder, the work train engineer, testified that any double set of track should have gates. "You can have two trains at any time. One train can clear when the next train is right there.

The jury also said CP Rail and the Ontario Ministry of Transportation should run a public awareness program to inform the public of the proper procedure in crossing railway tracks.

The accident was the 12th at town railway crossings since 1980 and the second one in which someone was killed.

The jury's recommendations, aimed at preventing a similar accident, will be forwarded to the Chief Coroner of Ontario. The coroner will send them to the appropriate public and private agencies for action.

Inquest coroner Dr. Ron Lavigne said the jury's recommendations are not binding on any of the parties involved.

10/04/1987

Ottawa Citizen

Chalk River

Pembroke

Tracks to be removed soon, council told

PEMBROKE - Removal of the CP Rail lines from the Pembroke waterfront is one step closer, Pembroke Council was told here Wednesday.

Ald. Les Scott, chairman of the city's rail removal committee, wants CP Rail to share trackage with Canadian National Railways to improve safety at several level crossings in Pembroke and in the downtown area where CP Rail trains travel daily.

Rerouting CP Rail trains to CNR tracks bypassing Pembroke would eliminate train-related traffic and safety problems in Pembroke, council was told.

After meeting a CNR representative last month, Scott was assured that relocation of CP Rail trains onto CNR lines is normal procedure between railways.

CNR regional manager Michel Boucher, told Scott in a letter following the meeting, that he would recommend sharing of lines in Pembroke to CNR management.

Council authorized Scott to arrange a meeting with CP Rail officials to discuss the proposal and to examine funding procedures for rail removal with federal and provincial representatives.

29/10/1987

Ottawa Citizen

Chalk River

Almonte

Teenager hurt in train-car crash

A 16-year-old girl suffered minor injuries after her car was hit by a train in Almonte Wednesday.

Lana Turner, of Almonte, was headed east on Main Street shortly before 11 a.m. when the rear of her car was clipped by a northbound freight train.

Turner was taken to hospital in Almonte and treated for minor cuts and bruises.

Ontario Provincial Police say the crossing lights and bells were operating properly at the time of the accident. The train whistle also sounded before the collision.

The accident is still under investigation.

Bylaw lifted, trains can toot whistle in Renfrew

RENFREW Town Council has scrapped a 17-year-old bylaw prohibiting trains from sounding their whistles at railway crossings.

Council's decision is in response to jury recommendations from a coroner's inquest in February.

The inquest looked into the death of Renfrew resident William Guyea, 70, who was killed in October 1986 when his truck was hit by a freight train at a crossing on Renfrew Street East.

The jury made a number of recommendations, including: one to permit trains to blow whistles at railway crossings in the town.

Deputy Reeve Denis Watts said the town's train whistle bylaw was passed in 1970 after residents complained of being disturbed by night trains.

(But) there aren't nearly as many trains now maybe only one a night," said Watts.

Councillor Barry Belanger said "If (the change) saves one person . . . from being hurt, we should let (the trains) blow their whistles."

The bylaw prohibited train crews from blowing the whistles at five crossings, including the one where Guyea was killed.

The other crossings are situated on Hall Avenue, Plaunt Street, Munroe Street West and Raglan Street.

The jury also recommended that CP Rail erect barriers at all double crossings and to make sure that employees know the proper hand signals used to warn motorists at crossings.

The coroner's jury determined that the fatal accident may have been a result of improper hand signals used by a CP employee. The employee, who had been with CP two months when the accident occurred, apparently gave Guyea the railway signal to stop a horizontal sweeping motion at waist level. Instead, Guyea started through the crossing and his truck was rammed by the train.

Two witnesses said they thought the employee was waving Guyea through the intersection.

11/01/1988 *Ottawa Citizen**Chalk River**Pembroke*

Man slightly injured when tow truck hits train .

A Pembroke man suffered only minor injuries after his tow truck collided with a CP Rail freight train Saturday. Christopher Glover, 34, of Horace Street, was treated and released from hospital after the 2:45 p.m. crash. OPP say Glover saw the train approaching, but couldn't stop on icy Old

Mill Road and slid into the path of the train. The impact knocked Glover's truck clear of the train. It rolled over into a ditch but landed upright

11/03/1988 *Ottawa Citizen**Chalk River**Renfrew*

Renfrew man seriously hurt in car-train crash

RENFREW - An elderly Renfrew man is in Ottawa Civic Hospital, following a train accident here early Wednesday afternoon.

Daniel Vincent King, 80, a resident of Grove Park Lodge Nursing Home, sustained serious head injuries, said Const. Paul Dowdall.

King apparently failed to obey the train crossing lights at Munro Avenue and Raglan Street, said Dowdall. The train hit King's 1984 sub-compact, hurling the car 125 metres down the track.

The train was northbound to North Bay.

Dowdall said the warning signals were working at the time of the accident. The crossing has flashing lights and bells warning cars to stop, but there is no barrier.

There were no other passengers in King's vehicle. He was listed in serious but stable condition in the hospital's intensive care unit Thursday night.

Mayor Audrey Green said the town has been pressuring CP Rail for several years to have a barrier installed at the crossing.

Renfrew police Sgt. Maurice McQuade said that in the last 12 years there have been 16 accidents at the town's eight railway crossings. Since 1980 there have only been two deaths at the crossings.

The Monroe street railway crossing has had four accidents since 1976 with no fatalities.

04/04/1988 *Ottawa Citizen**Chalk River**Arnprior*

Train death ruled accidental

The death of a 53-year-old Arnprior man who was struck by a train Thursday has been ruled accidental by Ontario Provincial Police in Arnprior.

James Lentz was walking along the track at 5:30 p.m. on his way to fish in the Madawaska River when he was struck from behind east of Daniel Street in Arnprior, his brother Gerald said Sunday. "The engineer spotted him and blew the horn. James tried to jump, but it was too late." The freight train, which was travelling through town about 50 kilometres an hour, was en route to Smiths Falls from Chalk River.

23/01/1989 *Ottawa Citizen**Chalk River**Almonte*

Derailed train blocks traffic for ten hours

A derailed freight train sprawled across Almonte Sunday, blocking traffic for about 10 hours.

All but one of the town's east-west roads was blocked by the train. Traffic was rerouted through the town's only railway underpass while Canadian Pacific Railway crews removed the one part that derailed.

"It was a good-sized train... about two miles long," said Tracy McDougall, who lives beside the tracks.

There were no injuries and there was no damage to other cars on the mixed-freight train.

John Cox, CPR spokesman, said a bearing problem on one of four wheels at the rear of the car caused it to derail.

The car, carrying new automobiles, came off the track just before 5 a.m.

It was removed from the train and sent to Montreal for examination. Cox said none of the automobiles was damaged.

He said the incident caused "a few thousand dollars" of track damage.

The train was back on the track about 3 p.m. Sunday, headed towards western Canada with freight that included grain and chemicals. It left Montreal early Sunday morning.

"It woke me up out of bed," said Rob Dodge, an Almonte volunteer firefighter, who lives about 15 metres from the tracks.

Dodge said he heard a "loud banging noise" and the screeching of the train's air brakes. Then he heard "a helluva loud bang." When he ran outside he saw that one car had hit a nearby stone railway bridge.

The derailed car was about 17 cars from the front of the train.

CPR called the Almonte fire department to make sure none of the six cars carrying chemicals had spilled, said Chief Bill Lowry.

Railway officials refused to say what chemicals were on board.

The stalled train did little to interrupt traffic, said residents. A three-metre rail underpass on Little Bridge Street, nicknamed "the subway," allowed traffic to pass freely across town while CPR crews worked to rerail the train.

"On Sunday, it's pretty dead around here anyway," said resident Diane Villeneuve, whose house faced the stalled train.

08/11/1989 *Pembroke Observer**Chalk River**Pembroke*

RAIL MUSEUM FOR PEMBROKE WATERFRONT: Approval in principle has been given by Pembroke city council to establish a rail museum along the city's waterfront. Consisting of a baggage car, dining car and observation, as well as one locomotive, the display would be located near the Council for the Champlain Waterway tourist office at the city's Centenary Park.

According to Zolo Demeter of the Rail Road Heritage Association of Pembroke, the display would be a major tourist draw in addition to enhancing the waterfront in the vicinity of Canadian Pacific's Chalk River Subdivision which hugs the west shore of the Ottawa River as it passes through Pembroke.

During the next phase of the project, contacts will be made as to the availability of suitable equipment for display.

Three seniors die as train smashes into car

ALMONTE Three Ottawa residents were killed and another was seriously injured late Thursday when a CP Rail freight train slammed into their car at a level crossing here.

Dead are: Archie Burnett, 75, of Kes-ler Avenue; his wife, Muriel, 80; and Isabella Lyons, 76, of Hutton Avenue. Lyons' husband, Hendry, 73, is in stable condition at the University of Ottawa Heart Institute in the Civic Hospital, where he underwent surgery early today.

Firefighters from the Almonte-Ramsay Volunteer Fire Department had to cut off the roof the car to remove the victims.

The accident occurred at 10:36 p.m. as the car was northbound on Bridge Street in downtown Almonte. The train smashed the vehicle into the post used for a trackside signal light, said Deputy Fire Chief Art Brown.

A member of the train's crew told Brown the car was stopped "right on the tracks."

But provincial police in Almonte are still trying to determine how the accident happened.

"Whether it (the car) was stopped on the tracks, or going through, we don't know yet," OPP Sgt. Gilles Labrie said today. One witness to the crash told police the car appeared to be travelling over the crossing when the train struck.

Labrie said the car, driven by Archie Burnett, carried handicapped licence plates, but said it's not known yet if Burnett was disabled and whether that contributed to the accident. Labrie said one of the women was wearing leg braces.

Brown said it took firefighters about 10 minutes to remove the four people.

The crossing has no barriers, but Brown said red warning lights were flashing when he arrived on the scene.

A spokesman for CP Rail said the eastbound train was headed to Smiths Falls from western Canada. It was one of at least six trains that pass through the crossing daily. The line was reopened to train traffic about two hours after the crash.

16/12/1989 *Ottawa Citizen**Chalk River**Almonte*

Train crash cause still unclear

An Ottawa man who survived when a freight train slammed into a car underwent surgery Friday.

Hendry Lyons, 73, is now reported in serious condition at the University of Ottawa Heart Institute at the Ottawa Civic Hospital.

Lyons's wife Isabella, 76, was killed when a CP Rail freight train slammed into a car at a level crossing in downtown Almonte late Thursday. Also killed were the driver, Archie Burnett, 75, of Nepean and his wife, Muriel, 80.

"Whether it (the car) was stopped on the tracks, or going through, we don't know yet," OPP Sgt. Gilles Labrie said Friday. One witness to the crash told police the car appeared to be travelling over the crossing when the train struck, while another said it has stopped.

The Lyons's son, Norman, said the two couples had been at a Shriners meeting. He said it isn't likely the car stalled on the tracks because the vehicle was regularly maintained.

15/01/1990 *Ottawa Citizen**Chalk River**Pembroke*

VIA: Tragedy on the last trip.

Death of pair in truck-train crash mars already bittersweet journey.

VIA Rail's transcontinental train The Canadian met tragedy Sunday five hours after it left Montreal on its final journey. Two people died when a truck collided with the train at a level crossing near Pembroke.

The driver, Richard Moores, 23 of Petawawa Township, and his passenger, Jennifer Hill, 19 of Pembroke, died at a level crossing marked with flashing lights.

The Canadian had just left Pembroke station.

The accident cast a heavy shadow over an already bitter-sweet journey.

The Canadian route, famous for its exceptional scenery, is a victim of the sweeping federal cuts to VIA Rail that came into effect today and will see the crown corporation's weekly service slashed by more than half.

Seventeen of VIA's 38 routes finished Sunday. And more than 2,700 employees - about 38 per cent of VIA's workforce of 7,800 - are out of work.

Conductor Don Green and the other three members of the VIA crew boarded the train in Ottawa for the final run of their careers.

All were headed towards early retirement once they got the train to North Bay.

Ottawa resident, Lorne Blackburn was the engineer driving the train at the time of the accident.

"It's horrible," conductor Don Green said.

A railroader with 34 years experience, Green was shaken by the crash.

"It's quite a way to end it all. I haven't seen something like this in 15 or 20 years."

Hill and Moores were on their way to Moores' house for Sunday dinner with his family. Hill was a grade 12 student and a "friendly and outgoing girl," her father Jack said.

Pembroke OPP are investigating the accident.

Groups protesting the VIA cuts saw the train off in Montreal and gathered at stations along its route.

At stops in Alexandria, Ottawa and Pembroke they carried signs criticizing the federal government for the cuts.

The lobby group, Transport 2000 helped organize the protests and had loaded a coffin draped in black in the baggage car.

Most passengers were either tourists or rail buffs, sympathetic to the protesters' cause.

By the time the train left a group of demonstrators at Pembroke station about 3 p.m. the mood on board resembled an Irish wake. Many spoke of the romance of the railway as they toasted the passing of The Canadian.

Then the train lurched violently as engineers applied the brakes.

Within a minute the train had ground to a halt. The passenger cars were silent.

Ontario Provincial Police Const. Don Boire said the lights and warning signals at the crossing were operating at the time of the crash.

"They must have been talking or something because they didn't seem to notice the train," Boire said.

Word of the accident spread slowly.

But Maryilyn Masterson moved fast. The 36-year old nurse from Maine had come to Canada to make the trip of a lifetime.

Along with several reporters she jumped into hip-deep snow and ran up to the crumpled truck.

"It was just too late."

The train stood 90 minutes while police, ambulance and fire officials removed the bodies.

Guy Chartrand, president of Transport 2000 Quebec branch, was grim.

The coffin used a prop for the mob of cameras now seemed inappropriate.

"This is horrible," Chartrand said. "It's already a very sad day and this makes it worse."

A train lover, Harris is making the trip for sentimental reasons.

"It's a poor analogy now, but it's like going to a funeral."

The Canadian In Fatal Collision

The very last trip of VIA Rail's transcontinental train - The Canadian - was marred by a tragedy of a double fatality at a level crossing in Petawawa Township on Sunday afternoon.

Richard Moores, 23, of 4 Biesenthal Road, and Jennifer Hill, 17, of 225 Esther Street in Pembroke, were killed instantly when the 1986 Toyota half-ton truck he was driving was broadsided by the westbound travelling train.

The accident occurred at about 2:55 p.m. at a crossing on the Biesenthal Road, clearly marked with flashing lights, about 28 meters south of County Road 17.

Mr. Moores lived just two houses past the crossing.

The engineer on the Canadian, which was travelling at about 120 kilometres per hour, was Lorne Blackburn, 58, of Richmond.

Final Canadian Stops In Pembroke

They came to bid farewell to a way of life.

About 100 people waited in the cold outside Pembroke's train station on Sunday afternoon for a last taste of history as the Canadian pulled into and out of the station for the very last time.

The last official passenger to board the train from Pembroke's station was Toddene Knoll, of Calgary.

She was returning home after a year during which she worked as a guest at Madonna House in Combermere.

She was accompanied by Father Rick Starks, who had promised her that there would be a great crowd at the station waiting to send her off.

She couldn't believe the crowd, nor could she believe she would become a part of the history that has given Canada intercontinental rail service for the past 104 years.

Among those waiting on the platform was Pembroke Mayor Terry McCann.

He recalled his early days in Eganville when, as a child, he would run to the rail tracks, place his ear to the rail, and try to hear an approaching train.

But his visit to the train station Sunday didn't have the element of fun it had held for him as a child.

He, too, came to mourn the passing of what had once been a national dream.

"I'm sorry that younger families won't have the opportunities to travel across the country on this train," said Mayor McCann. "My wife and I and our family had that opportunity and it was a wonderful experience. Everyone here is saddened with this news. When you see our national institutions, such as this train, being dismantled you've got a right to come here and shed a tear."

26/01/1990 Ottawa Citizen

Chalk River

Renfrew

Whistle stop: policy sound Renfrew decides

RENFREW - Train whistles will continue to be heard in Renfrew, despite the objections of 78 sleepy residents.

The residents, who live near the railway tracks, presented a petition to Renfrew Council last July, asking for a ban on train whistling at night.

But after consulting with Transport Canada and the town police chief, council this week voted unanimously against banning the blowing.

Clinton Gauthier of Lorne Street collected the signatures last summer. He said many people were upset by the noise, especially at night. About 10 trains now go through town every 24 hours.

"At night they seem to hold down the whistle all through town," said Gauthier. "The accidents aren't happening at night anyway with all the bright lights from the train and on the tracks."

He said he is disappointed with council's decision but doesn't plan to take it further.

"If council can't do anything what's one individual going to do? I had hoped something would be done... I thought 78 people would mean something but I guess it doesn't."

Trains have been tooting at town crossings since November 1987 when a 17-year-old bylaw was rescinded in response to recommendations from a coroner's inquest.

The inquest was into the death of a man killed when his truck was hit by a freight train at a level crossing.

In a report to council, Police Chief James McBain said the town should keep its policy. "Basically, the recommended action was made to reduce any liability on the part of, the town should another accident occur," he said.

12/12/1990 Pembroke Advertiser

Chalk River

Pembroke

RAIL MUSEUM ONE STEP CLOSER TO REALITY:

Plans to establish a railway museum in Pembroke, Ontario, have advanced another step following City Council approval to lease a piece of property 20 feet wide by 500 feet long, adjacent to the CP Rail right-of-way in the vicinity of the local marina. The property is to be leased to the local Railroad Heritage Association.

The group also must obtain a lease from CP for a portion in addition to obtaining charitable status for the purposes of accepting donations. Also required is the signing of a guarantee that absolves the city from any liability or responsibility for problems or equipment should the project not succeed.

The Association is negotiating with the National Museum of Science and Technology for the acquisition of ex-Canadian Pacific 4-8-4 No. 3100 which will be the focal point. As well, it has acquired the former CP steel water tank, located nearby and one of the last steam locomotive water tanks in the Ottawa Valley which it intends to convert into a combination observation platform and slide. Two cars may be obtained. One will be a diner while the other - some form of passenger car - will be converted into a "theatre car" for showing a 3-D movie of a train ride across Canada.

09/05/1991 Ottawa Citizen

Chalk River

Haley's

Robert Lyttle, 52, of Carp, was killed when the car he was driving was struck by a train at a railway crossing. The accident occurred at noon at the Haley Station crossing, 16 kilometres west of Renfrew.

Lyttle's car was heading west on Hwy. 17. He tried to pass two transport trucks stopped at the crossing and his car was hit broadside, said Ontario Provincial Police in Perth.

12/07/1991 Ottawa Citizen

Chalk River

Renfrew

Renfrew man dies in train crash

An 82-year-old Renfrew man died Wednesday morning when his car collided with a freight train three kilometres west of Renfrew.

The Ontario Provincial Police said Noah Gauthier's car was struck by a westbound CP Rail train at 8:15 a.m. Gauthier died at the scene.

Sgt. Bob Bittorf said Gauthier was driving through an unmarked railway crossing on a private road.

05/12/1991 Ottawa Citizen

Chalk River

Renfrew

School bus driver avoids crash with freight train

15 students on bus Citizen staff A driver of a school bus carrying 15 students managed to get his stranded vehicle off a level railway crossing in Renfrew Wednesday just in time to avoid being hit by a freight train.

The bus became stranded on the tracks on Munro Avenue at about 8:30 a.m. after a car two vehicles ahead of it stalled, said Renfrew Sgt Bob Thompson.

"The driver got out of the way just in time," said Const. Paul Dowdall. Dowdall investigated the near-mishap.

The Canadian Pacific train, bound for Smiths Falls from Sudbury, was travelling at about 30 kilometres an hour, Dowdall said.

The train crew applied the emergency brake, but the train didn't come to a complete stop until the next intersection, Dowdall said.

Saturday night, the RCMP concert band played at the Almonte (Ontario) fairgrounds to an enthusiastic audience. But, during the highly dramatic Phantom of the Opera theme, the 7:40 freight came barrelling through town a block away from the fairgrounds. The band just couldn't compete, so they stopped. Then the fellows in the horn sections started mimicking the train horn. The concert resumed after a big round of applause.

Arnprior woman dies as car hit by freight train

A 68 year-old Arnprior woman was killed instantly Tuesday morning when her car was broadsided by a CP freight train. Thelma Fairfield was driving alone on a private cottage road near Stewart's Bay, eight kilometres west of Arnprior, when she drove in front of the westbound train, said Const. Wayne Pratt of Ontario Provincial Police in Renfrew. The crossing was unguarded.

COUNTY COUNCIL WANTS RAIL CORRIDOR RESERVED: If CP Rail System receives permission to abandon major portions of its Chalk River Subdivision, the Lanark County Council wants to ensure that the right-of-way is preserved as a future transportation corridor. In conjunction with Renfrew County and the Regional Municipality of Ottawa-Carleton, Lanark has sent a letter to the National Transportation Agency expressing concern over the possible loss of the corridor. "The purpose is to try and retain the property for use as a transportation corridor in the future when sanity returns to our society," said a spokesperson. (Branchline).

CP APPLIES TO ABANDON LINE IN OTTAWA VALLEY:

On June 11, CN North America and CP Rail notified the NTA of their intent to establish a new partnership that will provide a single railway route for their competing freight services between western Quebec and North Bay, Ontario.

Under the provisions of the CNCP Ottawa Valley Partnership agreement, CP Rail System has filed a notice with the NTA that it intends to apply for the abandonment of its Chalk River Subdivision from mile 0.4 at Smiths Falls to mile 95.6 in Pembroke, and from mile 105.0 Camspar to mile 115.3 Chalk River; and the North Bay Subdivision from mile 0.0 Chalk River to mile 72.3 Mattawa.

The partnership agreement identifies CN North America's 273-mile line from de Beaujeu, Quebec, to North Bay, which passes through Ottawa and Pembroke, as the most efficient route. The route is flatter and is 46 miles shorter than CP's route. The CP lines between Pembroke and Canadian Forces Base Petawawa, and between Mattawa and North Bay will be transferred to the partnership, as will the abandoned rights of way. In the City of North Bay, the CP main line will become the partnership route. The shared line - owned equally by both companies - will be separately managed through the partnership. (Branchline with map)

Crash kills teacher, student

Car hit freight train at Arnprior crossing

A teacher and her student died Wednesday when the car they were riding in was hit by a freight train at a railway crossing in Arnprior.

Frances Fortier, 25, was killed instantly, and Linda Ziebarth, 49, died two hours later in hospital.

Both were residents of Arnprior. Ziebarth taught at McLachlin Centre in Braeside, a school for the handicapped, where Fortier was a student.

According to the Ontario Provincial Police, Ziebarth was driving south on Macdonald Street over an uncontrolled railway crossing when an eastbound, 63-car freight train slammed into the passenger side of the car at about 50 kilometres an hour.

The car was pushed along the tracks following the 4:10 p.m. crash. While the crossing has no warning lights or barriers, the field of vision is clear in both directions for some distance.

There were no witnesses to the accident, which occurred in a relative isolated residential area.

However, Const. Dave Young, of the Arnprior OPP, said it's possible Ziebarth didn't see the train because the sun in the west might have been in her eyes.

Sunlight, he said, "could have been a factor."

Ziebarth, police said, was a longtime instructor to Fortier, who lived at a group home for the handicapped on Edward Street.

She was apparently taking Fortier back to the home when the accident occurred.

The site of the accident is one of seven railway crossings in Arnprior.

Mayor Pat Robinson said this is the first accident or fatality at any of the crossings in the town.

Track to close at site of fatal crash

The section of track where two people were killed in an Arnprior car-train crash Wednesday will be abandoned by summer, says CP Rail. The move is part of a 280-kilometre closure of Ottawa Valley track by CP and Canadian National Railway approved Monday by the National Transportation Agency. Frances Fortier, 25, was killed instantly and Linda Ziebarth, 49, died in hospital after the car in which they were riding was hit by a freight train at an uncontrolled crossing. The cause of the 4:10 p.m. collision hasn't been confirmed. But provincial police Const. Dave Young said bright sunlight "could have been a factor."

FEDERATION OF NATURALISTS OBJECTS TO OTTAWA VALLEY CO-PRODUCTION AGREEMENT: The Federation of Ontario Naturalists will appeal a NTA decision allowing CP Rail System to abandon most of its Chalk River Subdivision in favour of operating its trains over Canadian National's Alexandria and Beachburg Subdivisions between De Beaujeu, Quebec, and North Bay, Ontario. "We have some real concerns with the process," said Karl Konze, environmental researcher for the Federation. According to Konze, the NTA failed to undertake a proper environmental impact assessment report in addition to failing to inform all affected users including park users and provincial conservation groups.

A spokesperson for the NTA refuted Konze's claims, stating that every effort possible had been made to assess the environmental impact as well as ensure that all groups were notified of what was planned.

The Federation of Ontario Naturalists will appeal directly to the Federal Cabinet. (Branchline)

ONTARIO OPPOSES OTTAWA VALLEY AGREEMENT: The Ontario Government has entered the controversy over CP Rail's decision to close its Ottawa Valley main line in favour of routing its Montreal-North Bay traffic via the parallel CN route. Ontario Natural Resources Minister Howard Hampton has called for an environmental assessment of the project. Hampton has asked the federal government to delay implementation of National Transportation Agency authorization allowing the abandonment of parts of CP Rail's Chalk River and North Bay Subdivisions effective July 1, 1994. According to Hampton, the increased traffic over CN's line, which runs through Algonquin Park, will lead to an increase in wildlife kills, as well as the potential for fires and chemical spills. Hampton's protest is just one of a number made by environmental advocates, notably the Ontario Federation of Naturalists (Branchline).

Man killed in car-train crash

An Arnprior-area man died Sunday afternoon when the car he was driving was struck by a locomotive. He was the fifth person this year in eastern Ontario to die accidentally at a railway level crossing.

John Smith, 54, of McNab Township was killed when the car he was driving was hit by a CP Rail locomotive.

The man's wife Jean, 55, and his son John, 21, were injured. They were transferred to the Ottawa General Hospital where they were listed, respectively, in critical and serious condition.

The accident happened on at an unmarked crossing on a private road in the hamlet of Sandy Point, nine kilometres west of Arnprior, said Ontario Provincial Police in Perth.

Smith's car was hit on the driver's side by two westbound shunting locomotives. The train crew was not injured.

It was the second car-train collision in the Arnprior area in the last month.

21/05/1994 *Pembroke Weekens News* *Chalk River*

SETBACK FOR PLANS TO TERMINATE SERVICE OVER CHALK RIVER SUBDIVISION: CP Rail System will not abandon service over its Chalk River and North Bay Subdivisions on July 1 of this year. A NTA order authorizing the company to abandon operations between Smiths Falls and Mattawa in favour of operating over Canadian National has been successfully appealed by a number of interest groups and companies. At least seven companies and organizations, including environmental ones worried about the impact of extra trains upon Algonquin Park, have filed an appeal. It could take five or six months to sort out the situation. Meanwhile, the company appears to have done little in terms of establishing new cross-over tracks, etc., with Canadian National. (Branchline)

09/09/1994 *Journal of Commerce* *Chalk River*

ENVIRONMENTALISTS LOSE BID TO APPEAL OTTAWA VALLEY MERGER Environmental groups have been denied the right to appeal an NTA decision allowing for the merger of CN and CP Rail operations in the Ottawa Valley. The move, involving the shift of all CP through traffic to Canadian National's Beachburg Subdivision, running through Algonquin Park, has been opposed by environmental groups worried about the impact of increased train traffic through the park. In spite of the toss, two other appeals are still outstanding before the federal court. One is from a labour group, the other is from a business organization. (Branchline).

13/06/1995 *Ottawa Citizen* *Chalk River*

STILLBORN - RAILWAYS FAIL TO CONSUMMATE OTTAWA VALLEY RAIL DEAL Although the economics said that it made sense to consolidate CN and CP Rail operations in the Ottawa Valley, the idea proved too radical for regulatory authorities. The deal was cancelled on June 12 thanks to court appeals and environmental requirements. The deal would have seen the closure of most of CP Rail's Chalk River Subdivision between Smiths Falls and Chalk River and part of its North Bay Subdivision between Chalk River and Mattawa. All through traffic would have taken Canadian National's Beachburg Subdivision between Ottawa and North Bay. Resistance to the deal was especially stiff from environmentalists who feared the impact of additional trains through Algonquin Park. There is no decision yet as to whether both companies will continue the status quo or whether either one or both will try to reroute their traffic via Toronto. (Branchline).

17/11/1995 *Canadian Press* *Chalk River*

OTTAWA VALLEY ROUTE RE-EXAMINED: CPRS has asked the National Transportation Agency to rescind abandonment orders on the railway's Chalk River and North Bay subdivisions in Ontario that were to take effect November 19.

The route's future remains far from certain. "We don't anticipate any difficulty getting the order rescinded," said CP spokesman Paul Thurston.

"The NTA will probably welcome some direction." The reversal does not mean the lines are cost-effective - there are still too many tracks in eastern Ontario for the number of trains, he said.

The line, between Smiths Falls and Mattawa, was to be shut down when CP agreed in principle with CN earlier this year to utilize the CN route through the Ottawa Valley, but that agreement collapsed under objections from environmental groups opposed to increasing rail traffic on the CN line through Algonquin Provincial Park. CPRS was left with an abandonment order and no agreement with CN - hence the new application to have the order revoked.

CPRS said the lines are being assessed. Daily freight service along the route will continue pending the outcome of the review, in which CPRS is actively exploring ways to reduce the cost of the operations. Almost all freight travelling the line is non-local in origin and destination. (Branchline)

19/04/1996 *Ottawa Citizen* *Chalk River*

OTTAWA VALLEY LINES TO BE SOLD TO CENTRAL WESTERN RAILWAY HOLDINGS CORPORATION: Canadian Pacific is losing little time in rationalizing its assets in eastern Canada. On April 18, residents of the Ottawa Valley were greeted by news that the company was negotiating the sale of its Chalk River, North Bay and Cartier Subdivisions between Smiths Falls and Coniston (near Sudbury), and the Temiscaming Subdivision between Mattawa, Ontario, and Temiscaming, Quebec, to the Alberta-based Central Western Railway Holdings Corporation. The new railway, to be called the Trans-Ontario Railway, will total 342 miles.

The operation would emulate the highly successful Montana Rail Link in the United States which involves a hand-off of transcontinental bridge traffic by the Burlington Northern Railroad. The TOR would continue to handle CP transcontinental traffic originating or headed to Quebec and the Maritimes as well as exploit any local traffic. For instance, the paper mill at Temiscaming is served on a daily basis by a switcher operating out of North Bay while there is limited local traffic provided at on-line points between North Bay and Smiths Falls. As and when required, there are major moves from the Canadian Forces Base at Petawawa, Ontario.

The deal with Central Western comes after CP was unsuccessful in launching the Ottawa Valley Railway Company, a joint enterprise with Canadian National that would have seen the abandonment of trackage between Smiths Falls and Mattawa in favour of consolidating all through traffic on CN's Beachburg Subdivision between Ottawa and a point near North Bay. The scheme fell through last year, prompting CN to abandon that portion of its Beachburg Subdivision between Pembroke and Nipissing (near North Bay) and route traffic via Toronto.

The CWR, Canada's first modern short line, operates in Alberta as well as having an interest in CN's former Murray Bay Subdivision between Quebec City and Clermont, Quebec.

16/07/1996 *Ottawa Citizen* *Chalk River* *Pembroke*

Farmer to seek payment from CP Rail for dead cattle

A Pembroke-area farmer whose cattle were killed by a CP freight train Sunday will be seeking compensation from the rail company

Early Sunday morning, an eastbound CP freight train headed for Smiths Falls killed 18 beef cattle that had wandered onto a railway line about five kilometres east of Pembroke. The cattle broke through a wire fence owned by the rail company

Owner Cecil Elliott said he has about 60 beef cattle and he expects to receive financial compensation from the rail company. He said the cattle are worth about \$1,200 each.

The cattle were probably frightened by the sound of thunder and ventured onto the tracks, said Paul Thurston, a CP spokesman in Toronto.

None of the train crew were injured in the accident, he said. Rail service was not severely affected by the 8 a.m. crash. In other accidents, five or six cows have been killed, but never so many at one time, adding that the fence was repaired Monday

Elliott said his cattle broke through the same fence several years ago but none were killed.

OPP looking into death of man struck by train
The Ontario Provincial Police are investigating the death of a 22-year-old man who was crushed by a train near Carleton Place Wednesday. Timothy Roy of Carleton Place was standing on the tracks at about 4 a.m. when he was struck by a northbound CP Rail train. The engineer saw Roy, but was unable to stop in time.

07/10/1996 *Ottawa Citizen* *Chalk River* *Pembroke*

Mayor considers train derailment a warning to town
PEMBROKE (CP) The derailment of a Canadian Pacific freight train near the Ottawa River late Saturday would have been a catastrophe if the cars had been carrying ammonia, the mayor of Pembroke said Sunday
"This is the second one (derailment) this year" in the area, Mayor Les Scott said. "This is a warning right here and it's not too often a municipality gets a warning."
No one was injured when five empty cars left the track near downtown Pembroke. The cars, which did not enter the river, had previously contained ammonia and still had some residue inside them.

01/11/1996 *Ottawa Citizen* *Chalk River*

Short-line railroad seeks profit on the track
Ottawa Valley RaiLink, a new short-line railroad, began operating freight trains on the historic Canadian Pacific Railway route along the Ottawa River this week.
It was a big move for the small company which hopes to become a powerhouse in the transformation of a century-old industry. It is also a crucial part of the CPR strategy to transform its money-losing track in eastern North America into a profitable operation.
But for the 65 CPR employees in the Ottawa Valley who were not hired by RaiLink, it means months of family dislocation and worries about how long job-security guarantees can survive as CPR jobs rapidly erode.
RaiLink plans to attract customers with improved service and lower costs on the 550-kilometre line from Smiths Falls to the Sudbury area, j Terms of the lease were not disclosed.
RaiLink president Gordon Clanachan said it is "a significant step toward RaiLink's goal of becoming the leading regional railway operator in Canada."
It hired 110 people, about 80 per cent former CPR employees. But when the first trains pulled out this week, many former CPR employees were left behind. The CPR said the 65 former employees will get severance, early retirement benefits or the right to bump into other jobs based on job seniority.
But, so far, the transition has been anything but smooth. Although the employees got notice in June their jobs were abolished, many weren't told until this week where they would be going. The result was months of family turmoil, worries about schools and selling houses and stormy union meetings where people fought over surviving jobs.
Kathy Charbonneau, wife of a long-service track-maintenance worker, said her husband got only two days' notice to report to a new CPR job west of Sudbury, a three-hour trip away.
It was impossible to plan a family move or sell their house north of Pembroke because a recent arbitration decision denies relocation expenses to people moving to new jobs.
"We simply cannot afford to move now," she said. "Most people would gladly take jobs with the new company, even with less pay and benefits, because jobs are scarce. But few got offers though they went to the interviews."
Roger Wieland, a 33-year-old track-maintenance worker based in Arnprior, said only a third of local maintenance crew got RaiLink jobs.
He qualifies for 90 per cent of his former pay under an employment security package, so long as he is available for CPR work assignments. Still, sitting at home is no fun. "It is very depressing to wake up in the morning and know there is no job to go to."

13/05/1997 *Ottawa Citizen* *Chalk River* *Arnprior*

Arnprior youth killed by train
An Arnprior youth died Sunday evening when he was hit by a freight train.
Arnprior Ontario Provincial Police said yesterday that Joey Normandeau, 15, was walking west on a Canadian Pacific trestle across the Madawaska River at about 8:15 p.m. and was unable to get out of the way of the westbound train, which couldn't stop after the crew spotted the youth.
The 49-car train operated by North Bay-based Ottawa Valley RaiLink was on a run from Montreal to Winnipeg, said Kevin O'Brien, manager of transportation services for the short-line railway company, which leases the CP Rail tracks.
Mr. O'Brien said that, under company policy, the locomotive engineer and conductor were replaced by another crew for the rest of the trip.
"They (the train crew) did the best they could, but a train's not like a wheelbarrow; it doesn't stop as soon as you drop the handles."

16/08/2000 *Ottawa Citizen* *Chalk River* *Renfrew*

Train plows into vehicles involved in crash
Four seniors narrowly escape death
Four senior citizens, driving in two separate vehicles, narrowly escaped death yesterday when they crashed head on, then came to a stop in the path of an oncoming freight train.
A slow-moving freight train plowed into the back end of one of the vehicles, pushing it against the other.
The occupants of both vehicles were treated for minor injuries at Renfrew Hospital and released.
"It helps to be alive and we're lucky," said Douglas Gemmil, one of the drivers. The crash happened three minutes before noon yesterday at the intersection of Highway 17 and Olmstead-Jeffrey's Lake Road in Renfrew County.
Mr. Gemmil of Cobden, and his brother, Jack, were driving to Ottawa when they saw a westbound sedan, driven by Thomas Villeneuve, also of Cobden, crossed into their lane.
Mr. Villeneuve and his wife were treated for minor injuries and released.
Ontario Provincial Police say the vehicles collided at the railway crossing, its emergency lights already activated.
"We crossed the railway track, and the other driver came into our lane and hit us. His car swung around and the freight train hit his back end, then pushed it over against ours," Mr. Gemmil said. "My brother's chest is sore and my neck hurts, but outside of that, we're OK."
The crash remains under investigation.

03/05/2002 *Ottawa Citizen* *Chalk River* *Pakenham*

No injuries in nine-car derailment near Pakenham
Neighbours: 'We slept . right through it' .
Emergency crews were cleaning up yesterday after nine freight cars veered off the railway tracks near Pakenham just after 1 a.m.
Emergency workers reported no injuries in the accident, and the crash didn't involve any dangerous materials.
Hugh and Mary Lunney, whose property backs onto the tracks, woke yesterday morning to the sight of rail officials clearing the cars.
"We must have a clear conscience, because we slept right through it," said Mrs. Lunney yesterday evening.
The derailment occurred less than 100 metres from the Lunnys' house in Pakenham, just west of Ottawa. Mr. Lunney, who has lived on the property his entire life, said they've never had any problems with the trains before.
Officials from the railway were working late into the night to determine the cause of the derailment.
As of last night, there were about five cars left to clear.

Eight train cars derail near Renfrew

Nobody was hurt during a freight train derailment near Renfrew yesterday morning. Eight cars left the track about one kilometre west of Renfrew at about 8 a.m., spilling potash -and taking down power lines, police said. The OPP, CP Rail and Ottawa Valley Rail officials are investigating the accident.

23/02/2005 *Eganville Leader**Chalk River**Renfrew*

Renfrew -- When a westbound freight train passed by their rented home just west of Renfrew Saturday morning, Bill Kinch thought the vibrations were a bit more noticeable than usual.

In fact, Mr. Kinch, who was lying on a couch watching Canada AM, commented to his girlfriend, Sherry Stoddart that the rail company should check out the tracks.

The couple had no idea that less than 100 yards west of their home, eight cars of a 98-car train had derailed.

Mr. Kinch and Ms. Stoddart live in the front section of the duplex which faces on to Hwy. 60. An apartment in the rear of the residence is occupied by Bob and Alissa Willmott. The rear of the residence is less than 40 feet away from the main rail line which is owned by Ottawa Valley Rail. Canadian Pacific runs trains over the line.

The Willmotts were completely unaware that several cars had jumped the tracks so close to their residence.

Mr. Kinch observed a pick-up truck on the highway stop and then reverse. He figured the occupants of the vehicle had spotted a deer in the field, and were backing up to get a better look.

"Sherry then went outside and saw the cars in the field," he said. "She came back in and called 911."

The Willmotts had no idea the accident occurred until Ms. Stoddart went and knocked on their door.

"Did you know there was a train derailment in your backyard?" Mr. Stoddart asked Mr. Willmott. The Willmotts took possession of the rear apartment on July 26 and Saturday was the first time the couples met.

Mr. Willmott, who was sleeping at the time of the accident, said their six-year-old son, Patrick heard a big bang, but before they pursued the matter Ms. Stoddart was at their door.

Neither Mr. Kinch nor Ms. Stoddart were shaken with the crash occurring so close to their residence. Rather, they were more concerned of what the outcome could have been had the cars derailed while passing through Renfrew.

The cars that left the tracks were loaded with nickel matte, a material used in the mines at Falconbridge.

"It's lucky they weren't filled with chemicals," Mr. Kinch said. "They could have been filled with oil, gas, anything. It could have happened in Renfrew and it would have been a lot worse than here."

The rear of the train had just passed through the town limits and so the three locomotives were just gaining speed when one of the cars left the tracks.

Mr. Kinch and Ms. Stoddart moved to this location last July and chose the front apartment. The derailment hasn't scared them into moving.

"That's why we didn't take the back apartment," Mr. Kinch said. "It would have been too close to the tracks."

The accident knocked down power lines running from Hwy. 60 into the Murray Galbraith farm. The Galbraiths also lost access to and from their farm for most of Saturday.

A couple of the cars rolled on their sides, away from the line, but several ended up in various positions on or close to the line. Once those cars were dragged away from the line, work crews spent the weekend repairing the section of damaged track. The line reopened to traffic Monday.

Bonnechere Excavating Inc. of R.R. 2, Renfrew, was hired to clean up the area around the derailment. Company president Barry Enright said about 15 truck loads of the material that spilled from the cars was trucked to Falconbridge. The material remaining in the derailed cars will be sucked out and blown into other rail cars later this week.

The line reopened to rail traffic Monday, but trains will be travelling through this area at reduced speeds until spring.

The line is owned by Ottawa Valley Railway.

05/04/2007 *Ottawa Citizen**Chalk River*

Railway employee killed in 'bizarre' accident

Unclear how man was hit when tractor-trailer, car collided near train tracks

A 47-year-old Ottawa Valley Railway conductor who had been repairing a rail car was killed yesterday morning when a tractor-trailer and a car collided north of Carleton Place.

Ontario Provincial Police spent the day investigating the series of events that began at about 6:45 a.m.

A northbound flatbed tractor-trailer, carrying an excavator, collided with a southbound Subaru on County Road 29 near train tracks north of Drummond Road.

The railway employee, a North Bay resident, had been working on a rail car that had cleared the crossing. He was standing on the west shoulder of the road just north of the tracks when he was struck, police said.

Police were trying to determine which of the vehicles hit the conductor, whether he was struck before or after the collision, and the cause of the crash. They were also trying to figure out what the man was doing on the side of the road.

He was discovered after he lost radio contact with his co-worker according to police and Daryl Duquette, the railway company's manager of operations.

"This is a very bizarre accident. It's

just not something any of us would expect," Mr. Duquette said.

Mr. Duquette said the man had been doing routine repairs after an electronic detector had warned of a malfunction. The conductor had started the repairs at about six a.m., after making an unscheduled stop while travelling toward Smiths Falls, he said.

The driver of the tractor-trailer, a 58-year-old Ashton man, was not injured. The Subaru's driver, a 59-year-old Almonte man, was taken to Carleton Place and District Memorial Hospital with serious, but non-life-threatening injuries. He was later transferred to The Ottawa Hospital's Civic campus.

County Road 29 was closed until about 1:20 p.m. The man's name was not released pending notification of family members.

Mr. Duquette, who knew the conductor personally, said he had more than 20 years of railroad experience and had worked with the company for about three years.

"He had high standards and incredible integrity when it came to work," Mr. Duquette said, adding that the man had a wife and two daughters.

"His family was very, very important to him," he said.

Officials were notifying the company's 125 employees of the incident and providing grief counselling.

"We're truly saddened and shocked by this tragic event," Mr. Duquette said. Transport Canada and the Transportation Safety Board were notified of the accident, he said

04/01/2008 *Ottawa Citizen**Chalk River**Franktown.*

Woman, 60, injured in car-train crash

A 60-year-old Smiths Falls woman suffered minor injuries after her vehicle collided with a short freight train near Franktown on Wednesday.

Lanark OPP said the woman was eastbound on the Line in Beckwith Township when the collision happened at a level crossing just west of Highway 15. Police said glare from the sun may have affected the driver's ability to see the warning lights. No charges have been laid.

07/02/2008 Ottawa Citizen Chalk River

Two seriously hurt after freight train collides with car

Two people are in hospital - one with life-threatening injuries - after a freight train collided with a car at a railway crossing on TV Tower Road in Laurentian Valley Township, west of Pembroke, early yesterday.

Police said a southbound car was struck at 8:30 a.m. by a westbound train operated by Ottawa Valley Railroad.

The two occupants of the car, the 26-year-old male driver and an 18-year-old female passenger, whose names have not been released, were taken to Pembroke Regional Hospital.

OPP Const. Kevin Davidson said the male driver was airlifted to The Ottawa Hospital's Civic campus with critical injuries.

The female passenger sustained serious, but non-life-threatening injuries, he said.

Const. Davidson said investigators believe the driver went through warning lights at the intersection.

The crossing was closed last night as officers continued to investigate.

08/02/2008 Ottawa Citizen Chalk River

Teen driver of car hit by train to be charged

Ontario Provincial Police say they will lay charges against the driver of the car hit by a freight train on TV Tower Road, in Laurentian Valley Township, west of Pembroke, Wednesday morning.

Charles Adams, 17, was taken to Pembroke General Hospital with what were described as life-threatening injuries after the 8:30 a.m. crash.

He was later airlifted to the Civic campus of The Ottawa Hospital where he is reported in critical condition.

He faces charges under the Highway Traffic Act.

His passenger, Brittany Short, 16, remains at Pembroke General Hospital with serious injuries.

The southbound car was on the railway crossing when it was struck on the driver's side by a westbound train operated by Ottawa Valley Railroad.

10/04/2008 Ottawa Citizen Chalk River Carleton Place

3 freight cars leave Carleton Place tracks

Three Ottawa Valley Railroad Company freight cars left the tracks in Carleton Place early yesterday morning. No one was injured in the 6:25 a.m. accident, a company spokesman at the North Bay headquarters said. He said the scene behind the industrial park on Bennett Street, north of Highway 7, was expected to be cleaned up by the end of the day. The company has no estimate of damage and is still trying to determine the cause of the derailment.

04/09/2008 Ottawa Citizen Chalk River Braeside

Two hurt after van collides with train

Two people were airlifted to hospital yesterday morning following a collision between a van and a freight train in Braeside, just west of Arnprior.

OPP were called to the scene at a level crossing on Osborne Street at about 8:14 a.m. Two people were trapped in the van and had to be cut from the wreckage. One occupant had more severe injuries and was taken to hospital in Ottawa, while the other was taken to hospital in Arnprior. The identities of the injured and their condition were not immediately available. Officials at the offices of the North Bay-based Ottawa Valley Railway, which operates the line, declined to comment on the incident.

05/09/2008 Ottawa Citizen Chalk River Braeside

50-year-old man dies after vehicle struck by train

A man is dead after a Wednesday morning collision between a car and a freight train in Braeside, just west of Arnprior. Denis Labelle, 50, of McNab-Braeside Township, was driving across the tracks on Osborne Street at about 8:14 a.m. just as a westbound train reached the intersection.

Mr. Labelle and passenger Norman Booth, 58, had to be cut from the wreckage. Mr. Labelle was airlifted to The Ottawa Hospital's Civic campus with life-threatening injuries, and was pronounced dead later that morning. Mr. Booth was transported to nearby Arnprior hospital, and later transferred to Ottawa with non-life-threatening injuries. The Ontario Provincial Police collision investigation unit was on the scene and the intersection was closed until 4:30 p.m. An autopsy will be performed in the coming days. Const. Reggie Armonas of the OPP said police don't think alcohol was a factor.

18/04/2009 North Bay Nugget Chalk River

OVR workers caught in the middle.

CP, RailAmerica in dispute, union head says

Ottawa Valley Railway employees are caught in the middle of a dispute between two multi-national corporations, said the general chairman for Teamsters Rail Conference Line East which represents more than 50 Ottawa Valley Railway workers in the North Bay area.

Rene Leclerc said the dispute between Canadian Pacific Railway and RailAmerica is about who will pay for rail maintenance and much-needed upgrades to the tracks from Smiths Falls to North Bay.

Canadian Pacific owns the rail line, however RailAmerica, which operates Ottawa Valley Railway, uses the tracks to transport forest products and cargo.

Leclerc said he has heard rumours CP is considering shutting down the Smiths Falls to North Bay line because it doesn't want to invest in track maintenance.

"Canadian Pacific isn't interested in investing, they'll just claw back traffic on their line," Leclerc said Friday morning from his office in Quebec.

"I think this is a drastic attack from CP on a short little railway. They don't care about the people or North Bay or anyone," he said.

"In order to restore the track, each railway has to invest. Our members are worried and concerned, but at this moment there's nothing we can do. It's a fight between the two carriers."

Several calls to the media relations personnel at Canadian Pacific were not returned.

Ottawa Valley Railroad and RailAmerica also didn't answer requests for an interview. RailAmerica is a subsidiary of Fortress.

Leclerc said this isn't the first time track repairs have had to be made.

He said in the past, speed reductions were in place because of the condition of the tracks.

Some improvements have been made, however Leclerc said the tracks have to be constantly maintained and repaired.

"Nobody wants to see this line shut down, but I guess it's possible," Leclerc said.

"We just hope this gets resolved."

Reacting to a major decrease in business, the Ottawa Valley Railway (OVR), a RailAmerica property, has issued lay-off notices to approximately 30 affected employees.

The decline in business results from a decision by Canadian Pacific Railway (CP) to reroute its freight trains from the OVR route to its own system between Sudbury and Montreal. OVR had operated the trains from one end of OVR's line to the other. The rerouted trains had accounted for about 85 percent of OVR's overall traffic. The reroute could last for the balance of 2009. Positions affected will be concentrated in OVR's transportation department and include train dispatchers, locomotive engineers and conductors. OVR is acting in accordance with the provisions of the Canadian Labour Code and applicable collective bargaining agreements.

"This is an incredibly unfortunate outcome of the declining economy," said OVR General Manager Scott Campbell. "We are very disappointed that we must reduce our workforce. However, we hope when the economy rebounds that we can return to normal employment levels." OVR is a short-line railroad that operates 340 miles of track between Coniston and Smith Falls, Ontario, with CP interchanges at Sudbury and Smith Falls.

Shipments for paper company Tembec and other local businesses represent the remaining 15 percent of OVR's business. "The current economic climate is having dramatic effects on the forest products industry, which is heavily concentrated in Northern Ontario," said Campbell. "While we never want to lose any employees, we understand the challenges our industry is currently facing."

OVR was moving approximately 60,000 carloads per year, including intermodal, forest products and chemicals. In prior years, the railroad has moved as many as 115,000 carloads per year.

About RailAmerica, Inc.

RailAmerica is a leading owner and operator of North American regional and short-line railroads. Headquartered in Jacksonville, Fla., the company operates railroads in 26 states and three Canadian provinces, with more than 8,000 miles of track. RailAmerica is owned by funds managed by affiliates of Fortress Investment Group, a leading global alternative asset manager with approximately \$34.3 billion in assets under management. For more information, visit www.railamerica.com and www.fortress.com

31/07/2009 Ottawa Citizen

Chalk River

Braeside

Extrat from article "Residents washed out but not washed up"

(Braeside)

Several homeowners angrily accused the Ottawa Valley Railway, operated by U.S.-based RailAmerica, for not maintaining the culverts under the railway tracks and channel water into the Ottawa River.

Before Anderson built his retirement home, which overlooks the river, he said he had an engineer certify that the land was safe to build on. He was the most vocal in expressing his frustration with the railway. "They just did no maintenance whatsoever," he said.

At his home, he pointed to a large culvert -- about eight to 10 feet in diameter -- that channels water from a nearby creek under the OVR Railway tracks into the river. He said the culvert was obstructed by debris, which led to the whole area "filling up like a lake."

The Florida-based public relations firm that deals with all of RailAmerica's media requests did not immediately return Citizen requests for comment.

At the meeting, Anderson and the other affected residents said they will form an association to collectively represent their interests.

01/01/2010 Arnprior EMC News

Chalk River

CP ends lease agreement with Ottawa Valley Railway Transportation Pontiac-Renfrew gets federal funding

The future of one Ottawa Valley rail line is in question, while another looks promising.

On Dec. 18, Rail America Inc., the parent company of Ottawa Valley Railway (OVR), announced it has closed on a transaction with Canadian Pacific (CP) to terminate its lease of the OVR line. As a result, Canadian Pacific now has 60 days as per the Canadian Transportation Act to decide if train service will be restored on the line once OVR has cleared its remaining cars off the line.

Depending on what it decides, the rail line could be abandoned by CP. The rail line stretches from Smiths Falls to Sudbury. The Chalk River subdivision is the track that comes right through Valley towns like Carleton Place, Arnprior and Renfrew.

According to a press release, RailAmerica Inc. received \$73 million (Canadian funds) in gross proceeds as part of the terms of the agreement.

"The OVR operation consists of 342 mainline miles of track and primarily transports bridge traffic, chemicals, and pulp and paper products," stated a RailAmerica Inc. press release.

The issue came up for discussion at the Dec. 21 Arnprior town council meeting when CAO Larry Donaldson presented council with the press release and an e-mail from Canadian Pacific.

"CP wants to consult with municipalities," Donaldson stated, adding CP recognizes the importance of the rail line in the communities it passes through. "CP is looking for a fairly quick turnaround for meeting with municipalities in which the rail line passes through."

In an e-mail from CP manager to community relations Rick Poznikoff to Donaldson, Poznikoff indicated CP, which wants to review its position and next steps, is available for meeting the week of Jan. 4. As such Donaldson suggested the town look to set up a meeting for Jan. 5 or 6.

"We should anticipate we will be having a meeting with CP in the new year," Donaldson stated.

Transportation Pontiac-Renfrew

The CAO noted that the rail line in question is not the same line as the old CN Beachburg line that Transportation Renfrew-Pontiac is looking to take over and operate as a community, tourism and freight line.

"This is not the line to go to Ottawa. There is value in this line (CP line) but its commuter value is dubious at best," mayor Terry Gibeau stated. Gibeau, who is a founding member of Transportation Pontiac-Renfrew, said the CP situation does have "implications" on the local initiative and was scheduled to take part in a conference call the morning of Dec. 22 to discuss the matter.

As for that initiative, it received some good news Dec. when with Minister of Foreign Affairs, Minister responsible for the Outaouais and Member of Parliament for Pontiac, Lawrence Cannon announced that the federal government will provide Transport Pontiac-Renfrew with a contribution for a feasibility study under the National Infrastructure Knowledge Component (NIKC) of the Building Canada Fund (BCF). (This study will include a business case on the feasibility of a commuter train service between the regional county municipality of Pontiac, Renfrew County, and the City of Ottawa.)

"This project to assess the feasibility of a commuter train service linking the regional county municipality of Pontiac (in Quebec) and Renfrew County (in Ontario) to the City of Ottawa, to be carried out by Transport Pontiac-Renfrew, will contribute to the future development of this region. By investing in this study, our government can better plan transport solutions so that families benefit from quality infrastructure and the regional economy develops, particularly in tourism. Thus, we create world-class infrastructure for Canada through applied research," he said in a press release.

The total cost of the project is estimated at \$272,000. The federal government contribution will come from the Feasibility and Planning Studies subcomponent of the NIKC-BCF, which aims to support collaborative feasibility and planning studies on public infrastructure projects.

The feds will provide a contribution of up to 50 per cent of the total eligible costs of the project, for a maximum federal contribution of \$136,000.

Transport Pontiac-Renfrew, a non-profit community organization, will assume the remaining costs.

CANADIAN PACIFIC
NOTICE OF SALE OR DISCONTINUANCE OF RAILWAY LINES

In accordance with Section 143(I) and Section 146.01(I) of the Canada Transportation Act (CTA), notice is hereby given by Canadian Pacific Railway Company (CP) that the railway line described below is available for sale for continued operations. CP intends to discontinue and not resume operating the line if it is not transferred.

Parties interested in acquiring the railway line for the purpose of continuing a railway operation must make their interests known in writing by 16:30 M.D.T. April 5, 2010 to:

Marc Shannon
Legal Services
Canadian Pacific Railway Company
Suite 920 Gulf Canada Square
401 - 9th Avenue SW
Calgary, AB T2P 4Z4

RAIL LINE	FROM MILE	TO MILE	TOTAL	PROVINCE
Chalk River	0.5	104.0	103.5	Ontario

Expressions of interest are subject to the timetable for acquiring lines as set out in the CTA and CP's procedures to meet this timetable. This information will be supplied to parties as confirmation of receipt of their expression of interest in accordance with this notice.

If no expressions of interest are received by the date indicated in this notice, or if no agreement to acquire CP's interest in the railway line has been entered into within six (6) months of receipt of an expression of interest, CP may, as set out in the CTA, offer to transfer all of its interests in the railway line to the Government of Canada, Province of Ontario, Urban Transit Authority, and Municipal governments whose territory the railway line passes through. Each level of government will have thirty (30) days to accept CP's offer in accordance with the CTA. CP intends to discontinue and not resume operating the railway line if no agreement is entered into to transfer the railway line as set out in the CTA.

07/04/2010 *Pembroke Observer* *Chalk River*

There is hope for the future of rail in Eastern Ontario.

Contacted by The Daily Observer, a spokesman for Canadian Pacific has stated it is currently in talks with two parties who have submitted expressions of interest in the rail line, which runs between Smiths Falls to Campsaw (Petawawa), the deadline for which passed Monday. Kevin Hryszak, Canadian Pacific's media relations manager, said because of confidentiality reasons, he cannot divulge the names of the two parties nor offer any details as to the nature of the discussions. However, he did say these are being given serious attention, with up to half a year set aside for negotiations.

"At the present moment, CP is in good faith talks with these parties to see whether a deal can be made," he said. "CP will negotiate up to six months with these parties to come to a agreement that will suit both parties."

Mr. Hryszak said after that time, should the dealings not be resolved within the six-month period or the interested parties part ways at any point within that six months, CP will then proceed to the next step of the Canadian Transportation Act process, which is offering the line to levels of government.

As for the second half of the CP line, running between Petawawa and Mattawa, it will be maintained and operated by Rail America until the last CFB Petawawa military equipment train arrives back at its compound, which should be within the next week. After this, the rail will be handed back to CP, as outlined in the contract with the rail carrier.

Mr. Hryszak said once CP has possession of the rail line, it will begin the same process of seeking expressions of interest (EOI) within 60 days as it had just completed with the first half of the railway.

"When this line will be put up for the 60 day EOI period, is still to be determined," he said.

There has been great concern about the future of the Ottawa Valley rail lines since CP announced at the end of 2009 it was discontinuing its leasing agreement with Railway America, the owner of Ottawa Valley Railway (OVR), and searching for a new carrier to take over the lines between Mattawa and Smiths Falls.

The CP line is one of two running through the Ottawa Valley.

The other, the old CN line known as the Beachburg Subdivision, is also being abandoned.

Petawawa Mayor Bob Sweet, who hosted a meeting in March of municipalities and other parties concerned about the future of the Eastern Ontario rail line, said hearing CP is in negotiations with parties interested in taking over the line is certainly good news for the railroad.

"It sounds like they are right on time with their scheduling," he said, noting the April 5 deadline was precisely 60 days from when the line was first put up for expressions of interest.

11/05/2010 *Ottawa Citizen* *Chalk River*

The mayor of Mississippi Mills wants the federal government to stop the dismantling of the Mattawa to Smiths Falls rail line.

The 167-kilometre stretch from Mattawa on the Ottawa River south to Smiths Falls, part of the Ottawa Valley Railway, is at risk of demolition after Canadian Pacific Railway Ltd. failed to find an interested buyer in the private sector.

"Loss of this railway will be a disaster for the Ottawa Valley," said Mississippi Mills Mayor Al Lunney, who is speaking on behalf of Lanark County. In a statement released Thursday, Lunney said the municipalities involved don't have the resources to buy the line. "The property tax base simply cannot sustain such a purchase. What we need is for the federal government to halt the process so that all stakeholders -- private and public -- have an opportunity to get to the table and figure out how we can save this railway line. Once the track is gone, it is gone forever."

Last January, CPR announced its intention to sell the Ottawa Valley Railway between Smiths Falls and Sudbury. In early October, RailAmerica signed a five-year lease for the section of track between Sudbury, Mattawa and Temiscaming, but the stretch from Mattawa to Smiths Falls is still on the block.

Under a legislated timetable, the federal government has until Friday to make an offer. The province will have until Dec. 6, followed by OC Transpo until Jan. 5 and then municipalities until Feb. 4. The rail line is being offered at net salvage value, with estimates ranging upwards of \$90 million for the steel. If there are no successful negotiations, CPR can proceed to dismantle the track and sell off the assets.

"This is a major economic development issue for an area that has already been hit hard by the recession," said Lunney. "If the line is dismantled we will lose the ability to sustain and attract new industry that requires rail service. We lose opportunities for new ventures, such as tourist trains. At a time when passenger rail service is considered the way of the future in terms of environmental sustainability, we immediately lose out on inter-city commuter opportunities between all the small and large centres along that line."

Lunney noted CFB Petawawa uses the line to mobilize equipment for long-distance manoeuvres.

Feds, province to decide fate of Ottawa Valley's Canadian Pacific line

It is now up to the federal and provincial governments to determine the fate of Ottawa Valley's Canadian Pacific rail line, which is in the process of being abandoned.

Last week, the deadline passed for private companies to reach a deal with CP for the 175 kms of line running between Camspur, just north of Petawawa, to Smiths Falls, which means it will be offered first to the federal government and then the province to see if there is any interest.

Kevin Hrysak, Canadian Pacific's media relations manager, said the company did not reach an agreement with any of the parties who made an expression of interest in purchasing the line for negotiations following six months of good faith negotiations. That period ended Oct. 4.

"We are now moving to the next step of the discontinuance plan, which is offering the line for sale for whatever purpose -not just negotiations -to the different levels of government," he said.

This process, as outlined under the Transport Canada Act (TCA), is to first offer the line to the federal government, then the provincial and so on. At each level there is a 30-day window to make an expression of interest, with the rail offer passed down the line as each deadline expires.

Mr. Hrysak said negotiations are continuing with an interested party for the CP line between Camspur and Mattawa. This six-month good faith period ends Dec. 20, if a deal is not met.

One party to the Camspur-Smiths Falls rail line which is unlikely to step forward to take over is Ottawa Valley municipalities, which are hamstrung by both the huge financial commitment involved, and the ongoing election, which renders some councils unable to act swiftly until mid-December, when the newly elected councillors are sworn in.

If the federal government decides to pass on the lines by the deadline Nov. 4, the province will have 30 days to make an offer before the ball would be passed on to the municipalities in December, giving them just a couple of weeks to decide if they want to get into the railroad business.

Petawawa Mayor Bob Sweet, who has been working on the issue with municipalities in Lanark County and as far north as Mattawa, hosted a meeting in March to discuss what could be done if no one else steps forward to take over the lines.

The conclusion then is the same as it is now, that there is little if anything the municipal level of government can do, even if they could afford to make such an investment.

"We're in a very weak position to deal with things the federal and provincial governments walked away," he said, adding they have asked CP for more time, only to be told the company is sticking to the deadlines as outlined in federal legislation.

Mayor Sweet said making this complicated is CP's desire to sell the rails and the railway corridor they are sited on in one piece, a sliver of land about 1,000 acres in size. If no one steps forward to take over the line by year's end, he said he doesn't know what will happen.

There is also the question should municipalities be getting involved in railways in the first place?

"This is a very sensitive issue," Mayor Sweet said. "We're really between a rock and a hard place."

The future of the Ottawa Valley rail lines has been a major topic of discussion among area municipalities since CP announced at the end of 2009 it was discontinuing its leasing agreement with Railway America, the owner of Ottawa Valley Railway (OVR), and searching for a new carrier to take over the lines between Mattawa and Smiths Falls.

The CP line is one of two running through the Ottawa Valley. The other, the old Canadian National line known as the Beachburg Subdivision, which runs to Ottawa, is also in the process of being abandoned.

Pembroke Mayor Ed Jacyno said it would be a real travesty if the Ottawa Valley lost both rail lines, considering its importance to the regional economy. He has made it part of his election platform to encourage the development of a Pembroke to Ottawa rail service along the CN tracks, something the Transport Pontiac Renfrew consortium is still working on. That is a co-operative effort between Pontiac and Renfrew Counties and the city to see if they can obtain the tracks for a regular passenger and freight service.

If the CP line is abandoned, the mayor feels trains from CFB Petawawa can use spur lines to connect up to the main CN lines around Pembroke, and this will in turn allow the municipality to look at getting rid of the tracks running through the city's core.

"There have been derailments in the past, which is always a concern," Mayor Jacyno said.

He isn't sure who would step forward to take over the rail lines, speculating Ontario has been pushing to convert to a green economy, so perhaps they can be persuaded to take them on, as train traffic is more environmentally sound.

It is unclear at this time whether the federal government would consider taking over either line.

In a recent press release, Renfrew-Nipissing-Pembroke MP Cheryl Gallant urged all interested stakeholders to forward their comments on the interim report issued by the independent review panel established by the federal Conservative government on rail freight service by Nov. 8, 2010, the deadline for input. This is four days after the expiry of the 30-day deadline from Oct. 4 for the government to make a decision on whether it wants to take over the CP line.

"With the future of two short-line railways up for discussion in the Ottawa Valley, the OVR (Ottawa Valley Railway) and the OCR (Ottawa Central Railway), I encourage all interested parties, particularly shippers in the forest industry as well as municipalities concerned about economic development, to provide their comments for submission as soon as possible," she said in the release.

Some of the key solutions to the matter of short line railways discussed by the panel include placing a moratorium on line abandonments; amending line transfer provisions to allow more time for entities to consider the railways' discontinuance plans; encouraging public/private ownership of low-volume rail lines with running rights given to all railway companies. Such actions would result in long-term planning of railway infrastructure acquisition of rights of way, upgrading and investment, all in the public interest.

Other solutions include empowering the Canadian Transportation Agency to investigate demarketing and other strategic de-facto abandonment activities of rail carriers; transferring low-volume lines to shortline operators; and providing federal funding to assist in the establishment of shortline railways.

The panel will provide its final report to the Minister of State for Transport Rob Merrifield by Dec. 22, 2010.

Mayor Sweet said he hasn't heard from the province on what it would consider doing, and noted he and other Eastern Ontario municipalities have asked for an audience with the federal railway review panel, but have not received a response.

Stephen Uhler is a Daily Observer reporter

27/11/2010 *CBC News* *Chalk River*

The Ottawa Valley Railway, which runs around 400 kilometres from Sudbury to Smiths Falls, is currently out of use and is set to be dismantled by its owner, Canadian Pacific Rail.

This week the company gave interested governments 30 days to buy the rail line before it starts ripping up the tracks to sell the steel - worth an estimated \$50 million.

Al Lunney, the outgoing mayor of Almonte, Ont., said losing the tracks will be a huge loss for the area's future, but the municipality can't afford to buy them. He said his community could use the railway for a range of projects from tourism to light rail transit.

"I think there's huge potential," Lunney said.

"It may be 10 years on the road, maybe five years down the road ... but as I said, once it's torn up, it's gone."

Lunney and others from the Ottawa Valley-area are planning to rally on Parliament Hill on Dec. 9 in hopes the federal government will block CP Rail's plans. So far, though, neither the provincial nor federal government have paid much attention to the stretch of railway, he said.

Retired military colonel and Mississippi Mills resident Garry Rice has fond memories of the railway, both as a rider and as someone who used it to transport military cargo to his base at CFB Petawawa.

"It's a sad day for Canada when they start ripping up the very links that hold this country together," Rice said.

"The biggest tragedy would be the strategic loss of a vital, strategic asset."

OTTAWA -- Ottawa Valley politicians want the federal government to put the brakes on a plan that would see Canadian Pacific dismantle and sell off a rail line that runs between Smiths Falls and Mattawa.

Stakeholders, including Lanark and Renfrew counties, learned about CP's plan to discontinue the Ottawa Valley Railway between Smiths Falls and Sudbury last January after short-line operator RailAmerica terminated its lease with CP. Prior to that, CP moved its eastbound cross-Canada freight traffic off the OVR to the main line through Toronto, causing the volume of carloads on the OVR to drop dramatically.

RailAmerica has since signed a five-year lease agreement to operate the rail line from Sudbury to Mattawa and up to Tamiscaming, but the 167-kilometre line from Mattawa to Smiths Falls remains on the block.

Various levels of government each have 30 days to express an interest in buying the line, but if no one steps forward, CP has the green light under federal law to dismantle the line, sell or move the steel and remove the trestles. Municipal leaders say if the federal or provincial governments don't step forward, the municipalities — which argue they have the most to lose if the rail line disappears — don't have the resources for such a purchase. The group plans to hold a press conference on Parliament Hill Thursday.

Al Lunney, the former mayor of Mississippi Mills, says CP has told him the steel from the rail line is worth about \$50 million and could be ripped up and moved out West to be used on rail lines there.

But the loss of the direct line from Western Canada to the East hinders future economic development in the Ottawa Valley as it will limit easy access to shipping ports in Montreal and on the East Coast, Lunney said. It also represents a loss of potential for the communities along the line, such as the possibility of developing a tourist train or setting up short-line freight service for the local natural resources and agriculture sectors.

"Once those tracks are gone, they are gone forever. Allowing the line to be dismantled may not be felt tomorrow or next year, but it will have a dramatic effect on the future of communities up and down the line," he said, adding the group wants a one-year moratorium on the process to bring the federal, provincial and local governments to the table to brainstorm potential future uses of the line before CP is allowed to just remove the tracks.

"Both Lanark and Renfrew counties and most of (the) residents just do not see the logic in tearing out rail lines in today's world," he said.

Mike Lovecchio, a CP spokesman, couldn't say how much the rail line is worth and said it's too soon to speculate about what might be done with it. He noted the discontinuation process under way is mandated by the federal government and is not something CP has any say over.

Still, Lovecchio said the company has met with all the communities that would be affected to explain the process and lay out the options, such as operating the track as a rail line or buying the land to protect it for use as a future rail line.

"They've had lots of time to get familiar with their options and to make decisions about how they want to approach it," he said.

Lunney said municipalities are also concerned about who will be responsible for the "unholy mess" of rail bridges, crossings and trestles left behind if the rail line is mothballed, as well as increased road congestion if transport trucks have to be used in place of freight trains.

The move could also effect operations at CFB Petawawa, which currently uses the line to transport fuel and equipment.

Base commander Lt.-Col. Keith Rudderham was quoted in a local newspaper saying the move would cost the base more time and money. "It's not our life line by any means," he told the Eganville Leader.

"It's not a show-stopper for anything we do or plan to do, but it will be a major frustration and it will be a big cost issue."

17/12/2010

EMC Ottawa East

Chalk River

A dozen representatives of Lanark and Renfrew counties braved the frigid temperatures on Parliament Hill on Dec. 9 to protest the proposed removal of rail lines leading to and through the counties.

The 104-mile long Ottawa Valley Railway line between Smiths Falls and Mattawa has been flagged for dismantling, as the steel and components of the rail carry a roughly \$50 million sale price for the Canadian Pacific Railway. The track has been in use for the last 125 years.

"We're out here to get some publicity on this issue of CP's plans to rip up the tracks between Mattawa and Smiths Falls," said Al Lunney, retired mayor of Mississippi Mills and a consultant for the Lanark County on the rail. "We had a consultation with their stakeholders to see if there's a future for these rail lines."

The tracks have not been used since January 2010, but Lunney suggests there is plenty of life left in the rails.

"What CP had done is that they said there is no business for it," said Lunney. "It isn't quite true, because they've done is taken all the business that was there before and swung it up through the Toronto corridor, which allows them to say 'well, there's no business on this corridor, so let's disband it.' We're very concerned about that, because it's putting more and more traffic through Toronto, and the congestion in Toronto is huge."

Communication has been a problem, as the municipalities do not know what CP Rail is expecting for the railway, whether it's a \$100 million price tag or a single dollar. The federal government bypassed their deadline to purchase the rails on Nov. 5, as did the provincial government on Dec. 6. OC Transpo has the next option to purchase until Jan. 5, followed by the municipalities on Feb. 4, but the municipalities lack the resources for the purchase. After the Feb 4. deadline, CP Rail has the right to dismantle the line and sell the materials.

Lunney brought many of his friends from Lanark and Renfrew counties to speak on the steps of Parliament Hill. Speakers during the rally included John Fenik, warden of Lanark County, Dennis Staples, the mayor of Smiths Falls, and Peter Emon, the Reeve of Greater Madawaska.

"This is about Canada," said Fenik. "Once that rail line is torn up, once those rails are gone they will never come back. There is a responsibility for the federal government to make a stand and say we're not about tearing up infrastructure in this country, we are about moving forward and maintaining infrastructure."

According to Lunney, there is precedent of railways in the Valley causing heartache after their dismantling.

"The main issue is the line has to stay there," said Lunney. "If you look at the line that was taken out of Carleton Place about 15 years ago, no one would have ever thought Carleton Place would grow to the extent that it did, but it grew, and now they would die to get that track back in. It's just the wrong time to take out rail lines."

The group's best hope to apply pressure is to produce a business proposal that will coerce CP Rail to leave the tracks where they are through several joint business ventures, such as tourism and passenger lines.

"It's important for all of us here in Lanark and Renfrew County to come together with our two other levels of government, provincial and federal, private sector, rail authorities and understand the implications of this significant decision which is under way," said Staples. "The ball is in our court. We need our federal and provincial partners at the table with CP rail to understand where the opportunities are. We can make this a great success if we do our job well. That's why we have tremendous support here today in Ottawa, to do this work for our future generations and the future of rail policy."

The next step for the group is to lobby all three levels of government to keep the lines in place. The morning before the rally, Lunney and his group met with Minister of State for Transport Rob Merrifield.

"We don't feel any small municipality can decide this on their own," said Lunney. "They really have to have the federal government, the provincial government, City of Ottawa, they got to have all the partners, the tourism industry, everybody, at the table and say 'is there a possible use for this rail line?'"

The problem with the group's lobbying is it is difficult to identify a branch of government that will take responsibility for the lines.

"The minister is saying it is CP Rail's responsibility, it's their line, they own it," said Lunney. "The federal government has washed their hands of it. The provincial said no, they can't do anything with it. The City of Ottawa which has a small part of running through the city, they're looking at it at the present time, but they don't quite know what they're going to do with it. At the end of the day it boils down to no municipality, Lanark or Renfrew county, are not going to say 'Hey we found \$50 million, here, we want to buy the line.' There has to be a partnership."

Time appears to be running out for Ottawa Valley's CP rail line. The deadline for Ottawa's OC Transpo to put in a bid for the tracks passed Wednesday with no offers being made, which puts the ball firmly in the court of local municipalities, who have until Feb. 5 to make an offer or an expression of interest. CP spokesman Kevin Hryszak said letters notifying the municipalities should have gone out Wednesday. "Should there be constructive talks on expression brought forth, this 30-day period may be extended," he said. "If nothing comes out of this offering to local governments by the Feb. 5 deadline or later, it would not be until late spring or potentially early summer before this salvage process will start."

Ottawa Valley municipalities have been struggling with the fate of the railway since January 2010, when stakeholders were notified about CP's intent to discontinue and sell the Ottawa Valley Railway between Smiths Falls and Sudbury. Negotiations with the private sector ended in October 2010, but no short-line operator was secured for the 104-mile segment of the line between Smiths Falls and CFB Petawawa. As part of the legislated process, the federal government had until November 5 to make an offer, followed by the Ontario government, which had until December 6, but both declined. In December, Renfrew County and Lanark County municipalities went to Ottawa to appeal to the federal government to put a moratorium on the process, arguing they needed at least a year in order to have the time to come up with a plan to save the rail lines. Both counties said the timing of last fall's election meant new councils had less than two months to get up to speed and make a decision, which they felt was not nearly enough time. All of the municipalities along the stretch of track have stated they cannot afford to purchase the rail line on their own, and need time to line up partners to secure financing. While sympathetic, Minister of State (Transport) Rob Merrifield, who met with a delegation from the counties, said the government wouldn't step in and force the issue as long as CP was following the decommissioning process and respecting the regulations. Both counties planned to hold a stakeholders meeting this month as part of the effort to try and save the line. Federal, provincial and municipal government representatives, as well as private-sector participants, will be invited.

21/02/2011 *YourOttawaRegion.com* *Chalk River*

LANARK, RENFREW COUNTIES MULL OVER BUYING OTTAWA VALLEY RAILWAY BED: Lanark and Renfrew counties are considering buying the rail bed underneath the Ottawa Valley Railway line. "Whether they are interested in buying the rail bed, that's up to council," in Lanark and Renfrew Counties, said former Mississippi Mills mayor Al Lunney, who is representing Lanark County, following a meeting with representatives from Canadian Pacific last week. "We have to accept (that), from my perspective, neither Lanark County or Renfrew County is in any position to be owning and operating the rail line," which is valued at \$50 million. "We will probably explain to council exactly what information we have and then it will be up to the councils themselves where they go with it," said Lunney. Lunney stated that the "big movers and shakers" at Canadian Pacific, from their Vancouver and Calgary offices, met with him and representatives from Renfrew County in Perth on Jan. 28. "They were very open and honest with us," said Lunney. "It was a great meeting. There was a lot of information exchanged. We now know more about how the process works." The final deadline for submissions for interested parties to buy the rail line is this Saturday, Feb. 5. CP told Lunney that they would still be open to meeting with a buyer for the line after that date, provided the rails are still intact. "I don't think they are going to start tearing lines up in this kind of weather," said Lunney. (Branchline)

06/04/2011 *YourOttawaRegion.com* *Chalk River*

CPR line's status remains uncertain

Renfrew County positioning itself to use abandoned line

Going, going Will the abandoned CP railway bed, seen here in the Town of Renfrew, remain abandoned forever across Renfrew County and neighbouring municipalities? Steve Newman

Last-minute business interest in the abandoned Canadian Pacific Railway in Renfrew County has surfaced. But it remains to be seen if anything will come of it.

Now that Canadian Pacific has issued notices of sale or discontinuance of the railway line running between Smiths Falls and Mattawa, Renfrew County council voted last week to submit a letter of intent for the right of first refusal with CPR to acquire the rail bed for future use.

This letter is for the northern section of line, between Petawawa and Mattawa, which had been kept open for use by Canadian Forces Base Petawawa.

Earlier this year, Lanark and Renfrew counties asked CPR for first-rights-of-refusal for purchasing the property - if the line is derailed - for the section of line from Smiths Falls to Petawawa.

The abandonment process, under the Canadian Transportation Act, ended for the section of CP line running from Petawawa to Mattawa on March 16, 2011.

That same day, Mattawa Mayor Dean Backer, Township of Papineau-Cameron Mayor Robert Corriveau, and Renfrew County Warden Bob Sweet discussed the abandonment process in a brief teleconference call.

During the call, the three parties agreed to proceed with discussions with CPR, starting with a joint letter requesting first rights of refusal to purchase the abandoned line.

Renfrew County's resolution, which was passed March 30, says development and property committee documentation, is "consistent with the County of Renfrew Abandoned Railway Rights-of-Way Policy upon completion of the abandonment process."

Renfrew County chief administrative officer Jim Hutton acknowledges that an anonymous private sector company has hired consultants to investigate the possibility of using the Canadian Pacific line between Smiths Falls and Mattawa.

March 17, Lanark County officials met with consultants who outlined plans to complete a market research study. The study would determine if the rail line purchase would be a practical financial move for the private company the consultants represent.

Lanark and Renfrew counties have a meeting this week to discuss the rail line.

"I was kind of surprised," said Hutton of the company's recently-expressed interest in the line. We have to wait and see. I don't think anyone would be disappointed if they bought the line, but that's being pretty optimistic.

If Renfrew County purchased the rail bed, this could lead to the development of a recreational corridor for hikers, snowmobilers and other users.

Other possible uses could be transportation and a corridor for fibre-optics communication, said Hutton.

End of An Era CP Rails Being Pulled Up

Renfrew Ontario - It's the end of an era. Railway travel has been part of Renfrew and surrounding communities since 1872, but that chapter ends this year.

Ed Greenberg, a Calgary-based spokesman with Canadian Pacific Railway, says the process to salvage its railway ties, rails, and related equipment will start this month.

He wouldn't disclose the name of the companies that are responsible for overseeing the salvage process, but workers accompanying salvage rail cars through the Town of Renfrew Tuesday indicated the salvage company is from Kansas.

When Renfrew resident Wayne Nute heard the train whistle about 3 p.m. Tuesday, he dashed out of his house and drove down the road to see the rail cars.

Nute's grandfather (Robert Burton) was a railway worker out of Sand Point, in southeastern Renfrew County, about 1895, and later a station agent in Renfrew.

Seeing the salvage cars, Nute calls the demise of the line the "end of an era. No doubt, the railway (locally) is essentially done."

He calls the death of the local railway sad.

Greenberg said Canadian Pacific will pull up about 25 miles of track, between Renfrew and Pembroke, starting this month and finishing later this year.

"That's all that's planned for 2011," he said.

The remaining 160 of the 185 miles of CP track between Smiths Falls and Mattawa will be salvaged in subsequent years, he added.

"Track materials will be utilized in other key areas of the CP network," added Greenberg.

Railway travel has been a fixture in Renfrew County for more than a century. The Canadian Central line arrived in the Town of Renfrew in 1872, while the final route of the Old K&P Rail (Kingston & Pembroke) was opened in Renfrew County, between Ottawa, Arnprior, and Parry Sound, in 1893, as a pivotal part of a booming timber industry.

"I'm not in position to provide statements on the (railway's) state of the nation," said Greenberg politely, before emphasizing that CP's focus remains on freight operations in Canada and the United States.

The confirmed salvage of the railway's equipment could lead to interesting conversation in the 9 Aug 2011 meeting of Renfrew County's property and development committee.

Paul Moreau, the county's property and development director, had heard that track might be pulled up between Pembroke and Cobden.

"I think it will be an interesting debate in terms of where the county goes from here," said Moreau.

CP's decision to salvage the tracks doesn't help the county's economic future.

"It closes the doors to a mode of transportation that may have helped our local economy, and to attract new industries. Now the transportation corridor (of rail) can't be offered."

CP spokesman Greenberg suggested the end of railway service in the county began when Rail America ended its lease agreement with CP over a year ago.

CP has long been sensitive to the importance of the railway to communities in the area, said Greenberg. In fact, CP had committed to entertaining business discussions after filing its notice of discontinuance with the Canadian Transport Agency on 30 May 2011. Moreau says CP made that commitment to local MP Cheryl Gallant.

The notice of discontinuance covered the CP railway between Smiths Falls and Mattawa.

The decision to salvage the railway tracks, and related equipment, is strictly a business decision, said Greenberg.

"It's well documented Rail America terminated its lease agreement on these rail lines in 2009 and 2010, and then combined with the fact our company is efficiently using our core network, these lines are no longer required for operations."

As part of the salvage process, Greenberg says contractors "will be responsible to leave the right-of-way in a clean orderly fashion, free from railway debris. Road crossings will be restored to their (original) condition."

Meanwhile, Greenberg indicated Canadian Pacific is "continuously responding to the increasing needs of our customers and ensuring our operations are prepared for any shifts in shipping patterns. We had to make a decision that is strictly a business decision," said Greenberg.

With the salvage process starting this month, Moreau says it's the county's time to "make the best of what's left. The question is, where to from here, with respect to the county's possible role of purchasing the abandoned line."

Renfrew County, Lanark County, and the Township of Papineau-Cameron have each claimed first right of refusal for the abandoned rail beds for their respective section of the line between Smiths Falls and Mattawa.

6 Jan 2010 at the Petawawa Civic Centre, during a major meeting of county politicians and railway officials, efforts were made to avoid a possible closing of the rail line. At the time, Renfrew County Warden Don Rathwell said the county had "to look at every avenue we can" to keep the line

open.

04/08/2011 Daily Observer (Pembroke) Chalk River

Sad Day for the County

Petawawa Ontario - Mayor Bob Sweet is calling the impending dismantling of the Canadian Pacific Railway a tragedy, warning that once the line is gone it can never come back.

With CP officially terminating operations between North Bay to Smiths Falls, the corporation has confirmed it will begin tearing up the Chalk River Subdivision shortly.

The first phase will see 25 miles taken out between Renfrew and Pembroke. However, Mayor Sweet told councillors he expects the process to move briskly from there.

In total, 170 miles of abandoned rail bed will be removed in the next two years, he added, marking the end of an era not only for the town, which had the railway as far back as the 1880s, but for the nation.

"It's a sad day for Renfrew County and for Petawawa," said Mayor Sweet. "This is the thing that united Canada. Our forefathers fought for this at a huge expense of putting the line in."

The fate of the 104-mile segment of the line between Smiths Falls and CFB Petawawa appeared sealed in January 2010 when stakeholders were notified about Canadian Pacific's intent to discontinue and sell the Ottawa Valley Railway. After CP diverted traffic off the line, shortline operator RailAmerica terminated its lease with CP.

This launched a process under the Canada Transportation Act that laid out specific time periods for various stakeholders to express interest in purchasing the track. Since then, however, no interested parties came forward with a business plan to purchase and run the line.

Both Renfrew and Lanark counties had agreed they had common interest in keeping the CP line intact and appealed to the federal government to impose a moratorium. Ottawa refused to step in, stating that CP was following the decommissioning process and respecting the regulations.

Mayor Sweet, who is also county warden, fears the loss of the CPR will degrade the county's ability to attract businesses, entrepreneurs, and corporations.

"We don't have a railroad and we don't have an airline. The only way we can get our merchandise and our products to market is currently on two lanes of asphalt," explained Mayor Sweet. "Down the road we could be missing out on a huge opportunity because we don't have that mode of transportation. From an economic development point of view it puts us in an extremely weak position."

While the mayor acknowledged federal and provincial intentions to expand Highway 17 to four lanes from Arnprior to the upper Ottawa Valley, that project could take another 30 years to complete.

"We already have a mode of transportation in place," he remarked. "It's tragic and it's sad that a process that brought us together being systematically removed. Once it's gone, it's gone. That's a tragedy, it really is."

Renfrew County has passed a resolution to initiate the process of acquiring the rail bed with a letter of intent for the right of first refusal with CP. Such a move could open up opportunities for economic development, tourism, and a trail system.

The Beachburg Subdivision of CN Rail was recently saved from a similar fate, thanks to an agreement signed with Transport Pontiac-Renfrew. The group hopes to start with freight and then move into commuter rail within three years.

Dismantling of CP Line in Full Swing

Renfrew Ontario - The Manitoba company, Cando Ltd., will be working in the Renfrew area into late October to help salvage equipment from Canadian Pacific's abandoned rail bed.

A&K Railroad Materials, through its Canadian subsidiary Canadian Rail Track Material, won the salvage contract for the rail line that runs from Smiths Falls to Mattawa.

A&K, which is based out of Kansas City, has subcontracted out the dismantling and salvage of railway equipment, including the ties, anchors, spikes, and other steel components, to Cando Contracting.

A&K is noted for its rail train that transports continuous-welded rail, which is located along many sections of the line between Smiths Falls and Mattawa.

Cando Ltd., which is located in Brandon, Manitoba, is involved in a variety of railway-related activities.

These include the operation of the Barrie-Collingwood Railway in Ontario, industrial switching, and the dismantlement of rail lines in Alberta.

SOME OTTAWA VALLEY WORKERS

More than a dozen Manitoba-based workers with Cando are on the job, between Cobden and Renfrew, to help with the dismantling process. The company has also hired another 10 or so workers from the Ottawa Valley.

The goal for 2011 is to collect 25 miles (or 40 kilometres) of the rail line.

"The pickup of the rail may be done by the end of September," said Anne Cornay, the Calgary-based manager of inventory control and track rationalization for Canadian Pacific.

"We want two trains of material collected by 1 Sep 2011, with more to come (in the fall)."

Cando's specific work for this contract involves three major types of equipment, wedging and lifting of the actual rails, prying out of the railway spikes, and collection of the spikes, plates, and anchors. The latter is commonly referred to as ATM, or Other Track Material.

The ATM is being transported by rail car to the Town of Renfrew where it is dropped at the end of Railway Avenue. At that location, an excavator operates a large magnet to pick up the ATM and drop it in a bin beside a crew of five workers. That material runs along a conveyor belt, from which the workers hastily collect and drop the reusable steel into nearby containers. The uncollected material fills a container at the end of the conveyor built.

"We've been recycling for over 30 years, even before it was popular," says Ann Lintott, an administrative assistant with Cando. The firm's on-site supervisor is Alex Burr.

Cornay, of Canadian Pacific, suggested much of the salvaged rail will find a home on other rail lines across North America, and not have to be melted down, because it's in such good condition.

Many plates and anchors will be relocated, while many of the spikes and rail ties will likely be sold. The track itself is in very good shape, said Cornay, indicating some of it was only laid in 2006.

OTTAWA A deal to save the Canadian Pacific rail line between Pembroke and Mattawa has finally collapsed, say the people trying to pull it off, because the track itself is worth more in the oilpatch than to the failing industries of the Ottawa Valley.

"It appears the Ottawa Valley will no longer be a conduit for goods passing east and west by rail," said Harry Gow, the chairman of Transport Pontiac-Renfrew and a longtime rail advocate. The group had two rounds of talks with CP after the company gave notice years ago that it intended to close the line, but they finally ended last Friday.

"They needed the rail badly, so they were going to pick it up and the deal's off," Gow said he was told by three CP executives in a conference call. The roughly 150 kilometres of rails are bound for switching yards in Saskatchewan or Alberta, Gow understands. "We don't know exactly where the rail is going, but it's going."

The line is officially a section of a longer line between Mattawa and Smiths Falls, the southern leg of which has already been pulled up in parts. It's been closed for a couple of years since a washout that CP decided not to spend the money to fix, but in the past the line has been a route for gravel used in construction, for agriculture products, and for raw materials going to factories like a panelling plant in Pembroke and finished goods coming back out. From Mattawa, the line continues to Sudbury and connects to the national network. When farmers in Eastern Ontario shipped hay west to Alberta during a drought in 2002, the loads went along this track, Gow said.

While there are alternatives, at least for getting goods to Pembroke, they all go through Toronto, a side trip of hundreds of kilometres that takes at least an extra day each way and increases costs.

"We have now shippers in quite a state of distress because their business plan relies on being able to ship more rapidly," Gow said. And while the Pembroke panel plant is now closed, for example, there is constant talk of reopening it; worse rail connections in the area won't help.

It's all part of a long, slow withdrawal from regional service by Canadian Pacific and Canadian National since the industry was deregulated in the 1990s, Gow said, one that puts industry in smaller towns on ever-shakier economic ground.

Transport Pontiac-Renfrew, whose board includes former Arnprior mayor Terry Gibeau and west-end Ottawa councillor Eli El-Chantiry, offered CP about \$1 million a year to lease the line, but it wasn't enough.

"We did entertain an offer from a party but weren't able to reach a commercial agreement that was viable for both sides," Canadian Pacific spokesman Kevin Hrysak said from Calgary. The company gave notice in 2008 that it intended to close the line and was legally allowed to start tearing it up in 2011, but waited more than a year while both sides tried to make a deal.

The ties and ballast, the gravel on which the ties rest, will be recycled one way or another, Hrysak said, and the valuable steel of the rails will indeed be repurposed on the Prairies. Eventually the company will sell the land, too.

A CN line between Pembroke and Ottawa, which crosses the Ottawa River into Quebec at Portage-du-Fort and returns to Ontario at Fitzroy Harbour, is still in Transport Pontiac-Renfrew's sights. Besides conveying freight, the group hopes a commuter rail service could work along that route.

14/07/2017 *Smiths Falls Record News* *Chalk River*

Smiths Falls

End of the line for trailblazing Smiths Falls locomotive engineer

It's the end of the line for long-time, Smiths Falls-area train engineer, Brenda Cummings.

At 56, Cummings has put the brakes on her railroading career as one of the first female locomotive engineers to retire from Canadian Pacific (CP) Railway in North America, an aspect of her career she said is "kind of cool."

Cummings started her trailblazing career in November 1988 as a brakeman (or should we say, brake-woman) with the St. Lawrence and Hudson Division of the CP Railway, something she never thought she would do.

Before life on the rails, Cummings worked in banking for 11 years.

But when she heard the railroad was hiring, she gave it a shot.

"I signed up as a joke," she said.

The joke soon turned into a reality when Cummings was hired on during a time when the railway first started to accept female employees aboard.

In 1988, Cummings was hired as one of five girls in Smiths Falls. But, she explained, those women all moved on to other positions, leaving her the only woman on the trains until 1994, when they hired two more.

"Those were fairly hard years when I was the only one," she said.

In 1990, Cummings qualified as a conductor.

Then in 1996, she was employed by the Ottawa Valley Railway (OVR), when the railway contracted with St. Lawrence and Hudson to operate the track from Smiths Falls to North Bay. There, in that year, she worked as a conductor.

In the late '90s Cummings started the intensive training to become a locomotive engineer - a job that she would do until her retirement in July 2017. And in 1999, Cummings qualified as an engineer for OVR.

To qualify as a locomotive engineer, a person must pass a series of exams and score at least 95 per cent on each test. Cummings' average score overall - 97 per cent.

When she had the option, Cummings went back to CP Railway, where she had to re-qualify under their own training qualifications.

Cummings' ability to become a locomotive engineer and build a career in the industry is thanks in large part to her supportive husband of 38 years, Brent Cummings.

Cummings said she would get calls for work that would take her away from home for sometimes 120 hours per week.

"That's how my husband learned how to use the washing machine," she joked.

In an email to the Record News, CP Railway wished Cummings all the best in her retirement and thank her for her service.

Mayor takes on county over ATV route through town

When Natasha Mason moved to her heritage house along the Mississippi River in Almonte four-and-a-half years ago, it seemed like a dream come true.

"I never thought when we found the place that this would be a problem," Mason said. "We thought we'd found a little place of paradise."

What Mason didn't realize, however, was that the County of Lanark had plans for the abandoned rail line that runs along the back of her property, just 25 metres from her bedroom. Purchased from CP by the county in 2017 for \$100,000, the renamed Ottawa Valley Recreational Trail (OVRT) is set to become a pathway for snowmobiles and all-terrain vehicles, part of a network of trails that runs across Renfrew County, through Lanark County to Smiths Falls.

"The reason we chose our house is because it's quiet," said Mason, who suffers from severe anxiety. "I don't see why people should be allowed to destroy my peaceful living."

Others fear the motorized vehicles will pose a danger on a trail that's now used by children, skiers and dog-walkers.

Lanark sees the trail as a tourism draw: Seven of the county's eight municipalities voted to open the trail to motorized vehicles. For now, however, the Almonte portion is closed while the county waits for proposals to rehabilitate the old railway bridge that spans the Mississippi River and links the trail's north and south ends. The county is ready to spend \$1.5 million on the trail in town, adding guardrails to the bridge and gravel along the roughly two kilometre stretch through town.

The lone holdout is Mississippi Mills, the township that includes Almonte, and Mayor Shaun McLaughlin concedes he feels outgunned by the other members of county council.

"So far, the county has not been willing to compromise on any single issue. Not even a nudge," said McLaughlin. "It's frustrating."

"The people came out to Almonte for its charm and its peace and quiet. There is nothing charming, peaceful or quiet about an ATV," McLaughlin said. "ATVs are godawful loud."

Mississippi Mills proposed a bypass around Almonte that would keep the snowmobiles and ATVs out of the town, but the detour was long, crossing the Mississippi at Appleton, and would need the consent of more than a dozen private landowners. Council rejected it.

"Unless we start building a new bridge, we can't give them a shorter one," McLaughlin said.

The railway bridge over the Mississippi is the jewel in the crown for those who want motorized vehicles on the trail.

"Any bypass around Almonte is going to have the barrier of the river - that's the reason we want to use the bridge," said Darin McRae, president of the 1,000-member Beautiful Eastern Association of Snowmobile Trails club - BEAST for short. "One of our obligations is to build safe trails. And one of the things we're trying to do is get off ice. Ice crossing is not safe."

Homeowners' worries about the noise and pollution from snowmobiles are overblown, he said. Modern snowmobiles use fourstroke engines that are quieter and cleaner than their predecessors, he said. And warmer weather has meant the snowmobiling season lasts for just a few weeks in winter, when people's windows are closed.

But ATVs are another matter. They're noisier and their season is longer and is mostly in summer, when residents have their windows open. And ATV riders in general, are less responsible operators than snowmobilers, McLaughlin says. "They're scofflaws," he said.

He sees the dispute as a classic fight of rural vs. urban lifestyle.

"It's a different culture," says McLaughlin, who lives in the rural part of Mississippi Mills and is used to the sound of vehicles speeding along trails that are about 500 metres from his house.

"When you look at a clash between two rights, you look at who would suffer the most harm if something happened. Right now, ATVs and snowmobiles aren't allowed to go through Almonte. So we would take nothing away from them. If they are allowed to go through Almonte, it takes away peace and quiet from residents. There is harm."

Mississippi Mills is looking into its legal rights in the matter, including whether the municipality's bylaws trump county council's laws. But the best hope, McLaughlin says, is to reach a compromise on the trail use. The township is to meet March 5 with county Warden John Fenik. Fenik, who is also mayor of Perth, maintains the county has the right to allow motorized vehicles on the trail, even though he sympathizes with Almonte residents.

"I understand if the trail came right through the heart of my town, I'd probably have some problems with that. I understand where Almonte residents are coming from."

At the same time, the OVRT will be a powerful tourism draw for Lanark, luring motorsports enthusiasts to local businesses. Carleton Place council has embraced the trail, which also cuts through that town, though not as close to homes as it does in Almonte.

"I've got lots of emails from people in Almonte saying, 'This is tyranny' ... 'You're ramming it down our throats' and 'We don't want it,' " Fenik said. "But (county) administration, our planning and roads departments, are saying, 'This is our property and we have the legal right to do this.' ... "We do have the authority to turn that into a road," Fenik said.

Photos of original CPR stations from Smiths Falls to Mattawa sought for recreational trail project.

If you have photos of any of the original stations along the Canadian Pacific Railway (CPR) route from Smiths Falls to Mattawa, two Lanark County councillors would like to hear from you.

Last month, Montague Reeve Bill Dobson and Tay Valley Deputy Reeve Barrie Crampton, embarked on a project to capture a piece of the railbed's history, now partially owned by Lanark County and known as the Ottawa Valley Recreational Trail (OVRT).

The initiative involves recreating those 45 stations, on a quarter scale, to serve as shelters for users of the OVRT. Dobson and Crampton expanded on the idea during the Lanark County economic development committee meeting March 27. They also presented earlier to the Lanark County Municipal Trails Corporation.

"Part of this idea is to allow people to get out of the inclement weather and have a place to go to," explained Dobson, - "and at the same time, it's dual purpose and also promotes the history of the area."

However, in order to kick the project into gear, Dobson and Crampton are looking for old photographs to work from.

"The stations aren't there. There's no history anymore," Dobson commented. "We want to be able to recreate the history and original design of the buildings."

Crampton said they have been able to collect several photographs, but need to fill in some gaps. "We're hoping people can look in their shoeboxes or photo albums at home," he noted, adding that some stations may not be stations at all, but simply a shelter or platform along the route. "Those pictures would also be helpful."

"Some stations were just a bench and a table to put luggage on," Dobson added.

The following is a list of former stations and their CPR designation numbers:

- Smiths Falls (0999/2666)
- Welsh Station (3614)
- Franktown (3616/2831)
- Beckwith (3618)
- Carleton Place (3620/2835)
- Almonte (3623/2837)
- Snedden Station (3625/2338)
- Pakenham (3627/2839)
- Waba Station (3629)
- Arnprior (3631/2831)
- Braeside (3633/2843)
- Sandpoint
- Castleford Station (3637/2848)
- Russell (3638)
- Renfrew (3640/2848)
- CotiePayne — Renfrew Junction (1079/3038)
- Eganville Junction (3642)
- Haley Station (3701)
- Rox Station (3703)
- Cobden (3704)
- Snake River Station (3706)
- Meath Station
- Government Road Station (3709)
- Pembroke (3712/2859)
- Stafford Station (3714/2860)
- Petawawa (3716/2861)
- Military Camp Station (3717)
- Thistle Station (3719)
- Chalk River (4000)
- Wylie (4002)
- Bass Lake Station (4004)
- Moor Lake Station (4006/4005)
- Ashport Station (4008)
- Mackey Station (4009)
- Stonecliff Station (4011)
- Adelard Station (4013/4010)
- Bissett Station (4015)
- Gratan Station (4016)
- Aylen Station (4017/4012)
- Deux Rivieres Station (4020)
- Hodgson Station (4022/4014)
- Klock Station (4024)
- Rankin Station (4018)
- Mattawa Station (4034/4020)

If the concept flies, Dobson said he'd like to see it expanded to include heritage signs or murals of the former stations outside or at the shelters along the OVRT. He also hopes partner owners of the OVRT, Renfrew County and the Township of Papineau-Cameron, might consider continuing the project in their communities.

"This idea is just getting off the ground in Lanark County right now," he said.

Anyone with photos or information on any of these stations, should contact Bill Dobson at lanarkbill@gmail.com.

With picture of Tony Humphries

Retired Locomotive Engineer Reveals Realities of Railway Accidents

Smiths Falls Ontario - "He was looking right at my face when I hit him."

Tony Humphrey, a retired locomotive engineer who lives in Smiths Falls, vividly remembers the sunny, summer day when the train he was riding in struck and killed a man at a railway crossing just outside of Merrickville in the mid-1970s.

The man was a passenger in a grey Dodge pickup truck.

The driver survived.

Humphrey said he saw the truck driving up to the crossing.

It didn't stop.

"I was the only one who saw him. He was looking at me. His face was almost grey-white and he's looking right at me. It's just a realization, he had a split second to live, and he knew it," Humphrey said of the man who died.

That face is still in Humphrey's mind's eye today.

The train stopped about a half-mile up the track after the collision.

When Humphrey jumped off the train to check out the scene with his conductor, they noticed baby clothes in the cab of the truck.

So, they began to search the ditches.

"We're looking for the baby. That was pretty traumatic," said Humphrey.

Ultimately, Humphrey learned that there had been no baby in the truck, only the clothes.

This was the first and worst railway accident in which Humphrey was involved during his career with the Canadian Pacific Railway (CP) that lasted over 35 years.

At that time, Humphrey didn't seek counselling, an option that he said wasn't provided back then.

Humphrey wasn't driving the train that day, but it didn't matter.

Being there on the trainman's side, watching the event unfold, was impactful.

It wasn't until another incident around the late 1980s, early 1990s, that Humphrey did seek counselling.

This time, he was driving.

On an overcast winter day, the kind of day with steel grey skies, Humphrey's train struck a female driver in Carleton Place.

"This lady drove in front of me and I hit her. It was right before the Mississippi River. The car's heading for the river and there's something called a signal staff sitting there. The car hit the signal staff, or she would have been in the water," he said.

After the collision, Humphrey walked back to see if he could help.

He knew one of the Ontario Provincial Police officers on the scene.

"You kind of assume the worst," said Humphrey.

But, he said, one of the police officers called him around 22:00 on the night of the accident to tell him the woman was going to survive, a relief.

After that incident, Humphrey said he took the option to seek counselling where he ended up spending two sessions going back to reflect on the fatality Humphrey was involved in the 1970s.

"I'd been carrying that baggage for all those years," he said.

Humphrey said he was glad he took the opportunity to speak with someone.

"Some of the older guys used to laugh about it. You're not less of a man because you go to counselling," Humphrey affirmed.

Humphrey explained that being involved in a railway accident affects all people differently.

"Sometimes they never get on a train again. When you think about, an accident that killed one two, three, sometimes 10 people. It's an occurrence that's traumatic," he said.

Humphrey encourages other engineers who have been involved in railway accidents to speak to someone as there are resources available, a change from when he was first on the railroad.

"There's a better thinking around, it's not a sign of weakness to get counselling," he said, adding that companies are taking mental health more seriously now and have changed policies to give those involved in railway accidents support.

Despite the traumatic experiences that many encounter, Humphrey didn't lose his passion for the railroad.

He remembers his time working on the railroad in eastern Ontario fondly.

He recalls racing through the countryside with an unimaginable power of the locomotive propelling him down the track.

"My favourite run was up to Chalk River. The nature, oh, my goodness. Going from Pakenham up through to Renfrew, wonderful, beautiful, country along the Ottawa River going through these beautiful scenic towns," he said.

While there's magic and beauty in the railroading world, it also teaches you to respect the power and might of locomotives.

It's something Humphrey, as someone who has seen the results of railway accidents first-hand, wants people to understand.

It isn't uncommon to be involved in a traumatic incident on the railroad.

"You kind of figure when you go into it, it's like going to war. There's a good chance it's going to happen to you," he said.

But, Humphrey explains, fatalities on the railway are not as common as near misses.

"There's a lot of near misses," he said.

Humphrey estimates that he might see one near-miss a week.

Despite the numerous instances Humphrey has seen, including school buses racing across tracks, there's one near-miss that sticks out for Humphrey.

In the mid-1980s, Humphrey almost killed a young woman and three young children in Arnprior.

"She had a purple Duster. I missed her by mere inches. I don't think she even knew. She never stopped, she drove right in front of me," he said.

As Humphrey continued down the track, with his hand on the emergency brake, he saw three small children looking back at him.

"I thought, I just about killed you. I can still see those three little kids in the back looking up at me," he said.

Humphrey said as an engineer there is not much that can be done when a driver cuts in front of a train.

Stopping quickly is not an option.

"You're in the cab, when someone drives in front of you. or stands in front of you, you're completely helpless. I'm doing 60 miles an hour, I've got 10 to 15,000 tonnes behind me. I can't stop. What do I feel, bang. That's it. It's pretty helpless. There's nothing I can do," he said.

Humphrey said people need to be more cautious and vigilant around train tracks to avoid railway accidents, incidents he said, are largely preventable.

"We say they're accidents, but no, it's just carelessness. It's inattentiveness and carelessness. They are certainly preventable," he said.

It's something Operation Lifesaver agrees with.

Operation Lifesaver is an organization that works with the rail industry, governments, law enforcement, labour groups, the media, and other organizations and communities to increase awareness about rail safety.

"Operation Lifesaver believes that every rail crossing, and trespassing incident is preventable, but it takes individuals and communities working in partnership with organizations like ours to prevent them from happening," said Sarah Mayes, Operation Lifesaver's national director.

"People think these incidents won't happen to them, until they do. It only takes a split-second of inattention at a crossing, or an unsafe choice (such as using tracks as a shortcut or a recreational path) to change your life, and that of your loved ones, forever."

Mayes reports that on average there are 60 fatalities each year stemming from railway crossing and trespassing incidents on federally-regulated railways, a number based on data from the Transportation Safety Board (TSB) of Canada from 2015-2019.

Canadian National Railway (CN) reports that each year more than 2,100 North Americans are killed or seriously injured in rail crossing and trespassing incidents.

Mayes said the TSB doesn't publicly report on the causes of rail incidents unless they do an investigation into an incident.

However, Mayes did outline the common causes of railway accidents.

She said crossing incidents can be as a result of distraction (for example, people not hearing or seeing oncoming trains at a crossing because they're distracted by music or their phones), people driving around lowered gates at a crossing, or generally not obeying the railway signs and signals.

Mayes also points out that people trying to beat a train to a crossing are the cause of railway accidents, too.

Her tip to drivers, you can't beat the train.

"An optical illusion makes trains appear to be further away and travelling more slowly than they are," she said.

Mayes explained that trespassing incidents can result from people using tracks as a shortcut or a recreational path (ex. people walking their dogs, or jogging, or riding a recreational vehicle along or beside the tracks, not realizing how quickly and quietly a train can sneak up on them, or that trains can overhang the rails), people taking photos on the tracks (for weddings, graduations or selfies), people climbing on rail equipment (ex. "train hopping" which is both illegal and extremely dangerous), and suicides.

As part of Rail Safety Week, which runs this year from 21-27 September, Operation Lifesaver has partnered with almost 30 different municipalities to install "Look. Listen. Live." decals on the pavement near rail crossings as part of their Community Safety Partnership Program.

The organization has also developed tool kits for municipalities and educators to share the rail safety message with communities and young people.

"We hope all of this will encourage Canadians to stay off the tracks, stay alert, and obey railway signs and signals at crossings, and ultimately result in fewer incidents," said Mayes.

Though Mayes couldn't speak to specific resources available for locomotive engineers who are involved in traumatic incidents, she said, "I know Canada's railways take the health and safety of their employees very seriously."

This newspaper reached out to VIA Rail about their Peer to Peer support program.

We have not yet received a response.

The newspaper reached out to CP, but were referred to Operation Lifesaver.

14/04/2021 CBC News

Chalk River

Pembroke

Historic Stone Archway Collapses After Locals Spent Years Trying to Save it

Pembroke Ontario - A stone culvert archway built back in the 1800s under a former railway partially collapsed earlier this week, disappointing many who were hoping the province would do something to prevent its destruction.

The structure of carved rock was originally built to allow a stream to flow under the Gibson rail bed in Pembroke, near Woodstock.

In recent years the archway had become a favourite destination for hikers, photographers, and even wedding parties looking for a unique photographic background.

But after standing for more than a century, the arch was crumbling, and locals pleaded with the province to take steps to restore it.

"It makes me feel really sad and disappointed in the fact that there was hope there in getting it done," said Tammy McLean, an amateur historian.

"But now the hope is gone."

Less than 24 hours after part of the archway caved in, construction crews were on the scene digging up the culvert under the supervision of the Department of Natural Resources.

The collapse resulted in the closure of the Wolastoq Valley walking trail while excavators and dump trucks began work.

"The Department of Natural Resources and Energy Development is aware of the washout near the Northampton Culvert. Staff have been on the scene to ensure that the area is safe and secure. We will continue to monitor the situation closely," said department spokesperson Nick Brown in a statement to CBC News.

The province hasn't said what plans it has to replace the archway, but McLean says construction crews told her they're digging out the old granite stones and will put in a regular steel culvert.

McLean, who was taking photos of the construction, hopes to be able to take home one of the stones for herself to preserve the memory of the arch.

"It's a sad scene because I try to preserve history. Because if you don't preserve history, you have nothing," said McLean.

Renfrew's CP Caboose gets a second lease on life

Renfrew's yellow CP Caboose avoided a last minute trip to the scrapyard after town council voted against scrapping it and vows to help maintain it. The Renfrew CP Caboose, which is referred to by some residents as "the little train that could," did in fact live up to its nickname after Renfrew town council met on June 21 and with a vote of 5-2, the caboose is out of the scrapyard.

The future of the caboose was first raised in early 2021 when the town's recreation director, Kevin Hill, was directed by council to explore all options for the caboose which has remained closed for several years because of accessibility issues and extensive water damage inside the structure. When he made his initial report to council, Hill provided various quotes to rehabilitate the caboose and one of the quotes was in excess of \$600,000. He also provided council with the option of removing the unit and either designate it as surplus or sell it directly to a scrapyard and recoup \$4,000.

Hill noted that his department was never directed over the last 15 years to maintain the site or address any structural concerns. With no direct maintenance on the caboose, it fell into a state of disrepair leading council to make a decision on its future.

Over the course of a year, the caboose was brought up at various meetings with council unable to make a decision on its future. This lack of action led Coun. Arlene Jamieson to request a notice of motion with the intent to make a decision once and for all.

In one of the very few meetings held inside the council chambers since COVID forced council to hold the majority of meetings virtually, Mayor Don Eady called the committee of the whole to order and read out the motion which called for the removal of the caboose and sold to a scrapyard or allow the unit to be sold to the highest amount offered.

After the motion was received, Mayor Eady invited councillors Jamieson and Sandi Heins to present their respective reports on the future of the caboose.

Jamieson proposes third party ownership

Jamieson stated she wanted the caboose to remain at the park, but proposed having a third party take ownership of the caboose. Her plan included the conversion of the unit into some type of tourist attraction which could include converting the caboose into an accommodation site that is booked out for tourists to spend an evening sleeping in the car.

Under this model, the town would still retain ownership of the park and the committee would be responsible for the maintenance of the site.

"I really think we can make this work by going back and looking at some of the offers to buy the train that Director Hill received when we first started this," she said. "If we can sell the caboose and the buyer can make something work there, then the town is not on the hook for costs and we don't have to worry about accessibility. It is a win-win for all parties."

Heins lobbies for community involvement

One of the conditions for the special meeting to proceed called for Heins to produce a certificate of insurance at the meeting. Councillors have been requesting the certificate in light of environmental concerns and liability.

Heins produced the certificate for council to examine and town clerk Kim Bulmer said it was satisfactory for the project to move forward if council chose to do so.

Heins previously served as mayor from 1998 until 2010 and was also a councillor when the caboose was placed in Haramis Park. As the spokesperson for the community group, she provided a five-part plan which detailed each individual phase of the restoration and approximate cost for each phase.

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Renfrew, Ont.'s caboose refurbished after 2-year project

It's a symbol of the town of Renfrew. Sitting at the town's entrance just off of Highway 17, the big yellow CP caboose has been brought back to life. For the past two years, a volunteer group named 'Friends of the Caboose' have been working to strip the old rail car of its decaying lead paint and give it a fresh look.

The completion of that project was celebrated Saturday in Renfrew at Haramis Park.

"It kind of looked really bad for a while," said Sandi Heins, former town councillor and member of the Friends of the Caboose group. "It was very rusty, and then it was very gray, and it had a tent over it. And then it got painted this lovely yellow."

Former Renfrew mayor Howie Haramis brought the CP Rail caboose to the town's visitor centre in 1994.

Haramis's daughters were on hand Saturday to see part of their father's legacy brought back to life.

"Dad was big on keeping the history of the town alive, and bringing tourism and industry into Renfrew was his main stake," said Jane Haramis-Nikolic.

At one point, many railroads ran through Renfrew, transporting people as well as lumber. That's one of the reasons volunteer Art Jamieson felt the caboose needed to live on.

"We had three train tracks come through Renfrew," says Jamieson.

"It was at the beginning of the CPR (Canadian Pacific Railway), the CNR (Canadian National Railway), and of course the K&P (Kingston and Pembroke Railway)."

"This is the only reminder of the past. So that's why we all thought it was very important and the people are responding to it as well."

Initial estimates to revitalize the caboose pegged the project too expensive and dangerous due to the removal of lead paint.

There were thoughts to sell and scrap the caboose for \$3,500. Now, approximately \$36,000 has been put into the project, and those in town say it was worth every penny.

"As a young child, you listened for that whistle," June McLaughlin told CTV News. "You listen for the sound of the train going over the iron bridge. It was our childhood growing up."

"It's the main entrance of Renfrew right," remarked Mayor Tom Sidney. "And I think if it wasn't there, there'd be a big void."

After years of bringing up the rear, Renfrew's caboose is now set to stand front and centre for years to come.

"It's something that my dad was really proud of, was the town of Renfrew as well as all the people in it," said Haramis-Nikolic.

"And I think seeing the caboose rehabilitated and restored the way it is, is a real testament to the town but more importantly the people."