

Local Railway Items from Area Papers - Chalk River subdivision

11/12/1879 Ottawa Free Press Chalk River Sand Point water

The Canada Central Railway have constructed a new water tank at Sand Point. The water is pumped from the lake by a powerful engine.

06/02/1880 Ottawa Citizen Chalk River Franktown

Brockville 4th. It appears that the train which arrives here at 7.40 in the evening is timed to cross the express going to Ottawa at Carleton Place Junction but last evening the Grand Trunk train was over an hour late and the Ottawa train waited for it. After waiting at Carleton Place for some time, the conductor of the express coming south received an order from the train dispatcher to cross the Ottawa train at Franktown. The above train proceeded to Franktown and the conductor and engineer went into the station to receive their orders. The station master was out, he having gone down the track to signal the train coming from the south. The conductor and engineer on coming out of the station house heard the other train coming, when the engineer jumped on his engine and reversed her, but by this time the train from the south was in close proximity and a collision could not be avoided. The engineer and fireman of the express coming south jumped and the two engines came together with a crash. The engine on the Ottawa train was not much damaged but the other was badly smashed, but not bad enough to stop its backward motion. It ran the train back for nearly two miles, the only employee on board being a brakeman who at last succeeded in stopping the train. The night was very stormy and signals could only be observed a short distance. An investigation will be held when further particulars may be expected.

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 own last Saturday.

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.

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.

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.

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.

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 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.

14/08/1882 Ottawa Citizen Chalk River

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.

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.

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.

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 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.

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.

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."

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 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.

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.

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.

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

On the morning of the 2nd inst. The Petawawa 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.

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.

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 Castleford

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

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.

26/09/1884 Renfrew Mercury Chalk River Renfrew

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

02/10/1884 The Equity, Bryson Chalk River Renfrew

Accident at Renfrew - see accident file.

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.

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 desperate 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.

23/10/1885 *Renfrew Mercury* *Chalk River* *Carleton Place*

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.

06/11/1885 *Renfrew Mercury* *Chalk River* *Renfrew*

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.

09/06/1886 *Ottawa Journal* *Chalk River* *Petawawa*

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 man 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.

10/06/1886 *Ottawa Journal* *Chalk River* *Petawawa*

Account of the inquest - see accident file.

10/06/1886 *Ottawa Journal* *Chalk River* *Petawawa*

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 escaoded 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.

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* *Petawawa*

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.

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.

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.

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.

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

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.

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*

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.

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 unbridged 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.

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.

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.

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.

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.

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.

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.

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.

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.

01/11/1889 Renfrew Mercury Chalk River Pakenham

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

27/12/1889 Renfrew Mercury Chalk River Pembroke

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.

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 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.

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 or less 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 mouth 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. Duclouis, 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.

Mr. T. R. Horn, of Pembroke, also received pretty severe injuries, being badly braised about his side and back, and very much shaken up. Mrs. Munro was placed in a car and made as comfortable as was possible under the circumstances, the others being taken to the residence of Mr. Graham near by.

The accident occurred about 9:40 a.m., a quarter of a mile beyond Graham's station, the rails having spread while the train was passing round a curve just after crossing Graham's bridge. The engine—a heavy Mogul - kept the track, but the tender and entire train of six cars were thrown off, the four rear ones - a Pullman, a dining and a first class and a second class - turning over on their sides, and going down an embankment about ten feet high. As the cars overturned the passengers, seats, baggage, lamps and everything movable were thrown in a promiscuous heap, many of the wounds and bruises sustained being caused by the falling furniture. That about seventy passengers could pass through such an experience without the loss of a single life, and with so few serious injuries, can only be attributed to the providential ruling of the Supreme Being in whose hands all our lives are.

Following we have a list of the injured ones as far as could be ascertained : Mrs. Munro, Pembroke, three ribs broken and other injuries. Mr. Thos. Mackie, Pembroke, severe scalp wounds. Mr. Thos. R. Horn, Pembroke, side and back bruised. Mr. J. O. Dunlop, Pembroke, head cut. Mr. Julius Blaisdell, Pembroke, head cut and bruised. Mrs. Cardiff, Pembroke, braised about the face. Two children with her escaped unhurt. Mr. Henry Duclouis, Montreal, severely scalded. Mr. Stephen Smith, of Maryland, Pontiac Co., Que., back hurt. Mr. James Jones, Montreal, back slightly hurt.

Mr. A. G. Fields, Minneapolis, bound for Woodstock, N.B., face and scalp wounds and bruises on body. Mrs. Walker, Old Superior, slightly hurt. Mr. E. J. Antell, Brooklyn, N.Y., leg and left shoulder injured. Mr. Edward Gravelle, Ottawa, head, pretty badly cut and shoulder strained. Mr. Jos. Joly, L'Orignal, head cut and right arm injured. Mr. John English, Toronto, was knocked senseless and badly cut about head. Miss Bertha Delahey, daughter of Mr. John Delahey, of Cobden, slight. Mr. James Wark, Forrester's Falls, slight bruise on face. Mr. Nicholas Larkin, Minneapolis, head, face and hand cut. Mr. Henry J. Morrow, Schuyler, N. Y., head cut and bruised. Mr. W. H. Maxwell, Toronto, leg bruised. Capt. Davy, West Broughton, head cut. Mr. A. E. Mullburg, Fergus Falls, Minn., head cut. Mr. Jerome Ford, Concord, N.H.

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.

Mr. W. R. White, of Pembroke, the company's solicitor, was promptly on hand, and poured balm into the wounds of many of the injured in the shape of \$5 and \$10 bills, on condition that the amount paid relieved the company from any further liability in the matter. Some refused to settle.

Mr. Jno. English, of Toronto, is an official of the Central Prison, and had in his custody "Wild Bill" Mulligan, of Pembroke, whom he was taking to the Central Prison, where he had been sentenced for one year for theft. He was hand-cuffed to the arm of the seat in the second-class car, and when the car went over Mr. English was rendered insensible from a blow. Wild Bill by a vigorous effort released himself, and, being uninjured, at once set to work to rescue his custodian, which he did, and not only remained by him until he had regained consciousness, but made no effort to escape. Mr. English was greatly pleased over the conduct of his prisoner, and will use his influence to have the sentence cancelled, or at least shortened. It certainly was a very manly act of Mulligan not to take advantage of his keeper's misfortune and clear out, as he might easily have done. his departure for the land of Uncle where he hopes to make a fortune in a few years. Our wish is that his hopes may be fully realized.

<https://lindaseccaspina.wordpress.com/2016/03/28/train-accident-five-bucks-and-a-free-lunch-in-carleton-place-should-settle-it/>

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.

BUMPED, BANGED AND ROLLED OVER.

DETAILS OF THE C.P.R. WBECK 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 Raolls 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 Sherriff

In the train were Sherriff 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 sherriff 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 sherriff 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.

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 *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.

11/07/1890 *Renfrew Mercury*

Chalk River

water

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

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.

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.

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

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 transhipment of freight. - The Smiths Falls News observes that the above is not strictly correct; and that the transhipping 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 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.

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.

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.

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.

05/12/1890 Renfrew Mercury Chalk River water

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

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.

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.

22/05/1891 Renfrew Mercury Chalk River Castletford

A force of some fifty men commenced work this week near Castletford 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 Castletford 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 has 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.

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.

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.

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.

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.

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.

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.

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.

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 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.

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.

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.

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.

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.

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.

29/11/1892 Ottawa Journal Chalk River Pakenham

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

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.

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 hav 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 citizen have, and I believe they arfe 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 ouw own line, and which we expect to carry out during the current season.

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 expose the trestle work to some danger from landslides. Trains run slowly over it. The place will be thoroughly refilled when the waters abate.

07/07/1893 Renfrew Mercury Chalk River Admaston

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

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 nown going on in the Temiscamingue district.

18/08/1893 Renfrew Mercury Chalk River Pembroke

Pembroke August. 16. On Monday evening last, C.W. Spencer, general superintendent of he 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?

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.

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.

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.

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.

01/08/1894 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.

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.

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.

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 granite. 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 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.

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.

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 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 venerate it. Cobden Sun.

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.

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.

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.

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.

12/03/1897 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.

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, to ask Mr. J.W. Munro for work on the new railway shops there. They had heard that he was coming down by that train.

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.

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.

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.

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.

22/10/1897 Renfrew Mercury Chalk River Pembroke

The evening train on Wednesday stopped for the first time at the new station, the platforms in front being completed.

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.

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.

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.

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.

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.

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.

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.

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, 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.

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.

01/06/1899 *Ottawa Journal Chalk River*

Up the C.P.R.

Busy Almonte and Carleton Place. get copy.

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!

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.

21/07/1899 *Ottawa Citizen Chalk River Arnprior*

Operations have commenced on the new C.P.R. station here.

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.

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.

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.

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.

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.

26/01/1900 *Renfrew Mercury* *Chalk River* *Cobden*

The C.P.R. have workmen employed on the renovation of the station here. - Cobden Sun.

23/02/1900 *Almonte Gazette* *Chalk River* *Almonte*

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.

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. --

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 if 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.

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.

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 filling 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.

26/10/1900 *Renfrew Mercury* *Chalk River* *Renfrew water*

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.

16/11/1900 *Renfrew Mercury* *Chalk River* *Carleton Place*

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.

10/12/1900 *Ottawa Free Press* *Chalk River* *Haley's*

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.--

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.

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 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 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.

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.

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.

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

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 interred 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 tied by a man named Legge, a factory employee at Pembroke.

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.

28/08/1903 Eastern Ontario Review Chalk River Almonte

The C.P.R. will build a new station and new yards at Almonte.

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.

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*

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*

The siding at the Elmsdale Flannel mill is now completed and is in use.

04/12/1903 *Almonte Gazette* *Chalk River* *Almonte*

The work at the new railway bridge proceeds slowly these frosty days

22/01/1904 *Eastern Ontario Review* *Chalk River*

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*

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*

Awful wreck on CPR. See photo copy.

10/02/1904 *Ottawa Citizen* *Chalk River* *Sand Point*

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). Hero 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 heroes 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*

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*

Fatal collision near Sand Point. Full account.

19/02/1904 *Almonte Gazette* *Chalk River* *Almonte*

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*

Sand Point wreck inquest adjourned.

19/03/1904 *Ottawa Journal* *Chalk River* *Sand Point*

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.

30/01/1907 *Ottawa Journal* *Chalk River* *Renfrew*

Collision of Imperial Limited trains - see accident file. January 31 - two pictures of engines in collision.

15/03/1907 *Renfrew Mercury* *Chalk River* *Pembroke*

The C.P.R. contemplates removing the Pembroke station to the front of this town somewhere along the track between 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 past 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 parlor 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 menclung 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 was 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, wakened 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 wakened, 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.

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 water

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.

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 annual distribution of seeds from the floral department of the Canadian Pacific is now taking place. More.

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.

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.

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. track 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.

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. Durenyle, 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.

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 townwards.

10/11/1911 **Renfrew Mercury** **Chalk River** **Renfrew**

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 here to Mr. Godfrey, the baggage master.

10/11/1911 **Renfrew Mercury** **Chalk River** **Meath**

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.

20/12/1911 **Ottawa Journal** **Chalk River** **Carleton Place**

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.

23/05/1913 **Eastern Ontario Review** **Chalk River** **Carleton Place**

The C.P.R. is installing ten thousand dollars' worth of new machinery in its shops at Carleton Place.

14/08/1913 **Chesterville Record** **Chalk River** **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.

20/01/1914 **Rideau Record** **Chalk River** **Meath**

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 Os?ula, 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.

Soo Express wrecked. See accident file.

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 waas 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 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.

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.

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 Smith's Falls and following the accident was taken to the hospital at Renfrew. It was feared that amputation was necessary and the patient was brought to Ottawa last night. An X-ray examination of the injured member showed that there was a severe 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 Smith's Falls, who was injured in a C. P. R. derailment at Castleford a short time ago, died in the Rideau Street General Hospital Saturday as a result of his injuries. The deceased was engineer on the wrecked train, and his leg was fractured in several places. It was amputated, and the shock of the operation and injuries proved fatal.

Deceased was born at Carleton Place 41 years ago. He had been employed on the C. P. R. for a number of 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 sisters, Mrs. A. Gerald, Beechburg, Ont., and Mrs Robert Neil, Smiths Falls.

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.

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 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.

25/08/1921 Chesterville Record Chalk River Carleton Place

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.

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.

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.

02/12/1926 Ottawa Journal Chalk River

Visit of Prince George will be private arriving 0845 Sat morning and depart Monday afternoon.

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 Lacelle, 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 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.

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.

25/07/1928 Ottawa Citizen Chalk River Sand Point

Man and Wife Killed in Auto Train Crash

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more than 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

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 Braeslde 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 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 crowd 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 the 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 Fall 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 Castelford 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 Castelford, 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 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, how ever, 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 sudd 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.

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, Dispatchers, 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 dispatchers 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 dispatcher 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 flftv 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.

29/08/1930 Ottawa Citizen Chalk River

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-oid 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 passecger 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 nights 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.

29/08/1930 Ottawa Citizen Chalk River

Pembroke wreck.

<http://news.google.ca/newspapers?id=FVsvAAAAIBAJ&sjid=HtsFAAAAIBAJ&pg=6373,2405596&dq=train+l+railway+l+railroad&hl=en>

<http://news.google.ca/newspapers?id=FVsvAAAAIBAJ&sjid=HtsFAAAAIBAJ&pg=7182,2453448&dq=train+l+railway+l+railroad&hl=en>

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.

*16/05/1931**Ottawa Citizen**Chalk River**Carleton Place*

Crossing accident at town line crossing Carleton Place - 1killed.

<http://news.google.ca/newspapers?id=CnAvAAAAIbAJ&sjid=A9sFAAAAIBAJ&pg=4299,715488&dq=train+railway+railroad&hl=en>

*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.

*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 hephew, 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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*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.

Transient killed trying to board Pembroke freight.

<http://news.google.ca/newspapers?id=pPsuAAAIBAJ&sjid=HdsFAAAAIBAJ&pg=4971,2920227&dq=railway++train++railroad&hl=en>

Follow up of Coroner's Jury

<http://news.google.ca/newspapers?id=pvsuAAAIBAJ&sjid=HdsFAAAAIBAJ&pg=1534,2732298&dq=railway++train++railroad&hl=en>

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.

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.

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.

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 n 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.

Three Carleton Place Residents Killed, Train Hits Auto at Almonte.

Three fatalities and one serious injury at bridge Street.

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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.

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 25 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 Pappin, 24, farmer of Alice township, driver of the car, was killed instantly.

Elnor 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 when 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 board, 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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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 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>

28/12/1942 Ottawa Journal

Chalk River

Almonte

Full account of Almonte wreck.

28/05/1943

Ottawa Citizen

Chalk River

Almonte

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.

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.

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.

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 dispatched 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.

Engine Derailed At Franktown Blocks Traffic

CARLETON PLACE. March 24. (Special) Derailment 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 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.

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.

07/08/1952 Cobden Sun

Chalk River

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.

26/05/1961 Ottawa Citizen

Chalk River

Jury clears train crew of 3 deaths.

Almonte - A coroner's jury lastnight 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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<http://news.google.ca/newspapers?id=MC4yAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=1986,798909&dq=railway++railroad++train++cpr++bride+-to-train+-will-train+-trained&hl=en>

<http://news.google.ca/newspapers?id=MC4yAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=5565,711781&dq=railway++railroad++train++cpr++bride+-to-train+-will-train+-trained&hl=en>

27/09/1961 Ottawa Citizen

Chalk River

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 assenger 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.

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.

17/01/1964 Ottawa Citizen

Chalk River

Little damage in derailment

Chalk River - 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

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.

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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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. Trucheon 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.

The big CP derailment at the 'half-way' crossing between Almonte and Carleton Place with a couple of aerial pictures.

Derailement (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.

23/10/1970 *Ottawa Journal**Chalk River**Meath*

Jailed 6 Months

PEMBROKE (Staff) An act of wilful mischief, that testimony indicated could have caused a serious train derailment 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.

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. walloping 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.

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.

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.

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.

Derailment 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.

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.

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.

"Its 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 Marilyn 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."

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.

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.

27/01/1993 *Smiths Falls Record* Chalk River

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).

17/06/1993 *Ottawa Citizen* Chalk River

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 Camspur 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)

02/12/1993 *Pembroke Observer* Chalk River

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)

08/12/1993 *North Renfrew Times* Chalk River

ONTARIO OPPOSES OTTAWA VALLEY AGREEMENT: The Ontario Government has entered the controversy over CP Rail's decision to dose 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).

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 Quebec 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.

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 Lunnays' 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.

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.

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

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.

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.

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.

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.

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.

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.

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

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.

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.

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 Camspur (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 an 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.

The mayor of Mississippi Mills wants the federal government to stop the 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 Hryszak, 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 erations 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 erations -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. Hryszak 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 cooperative 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

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 to 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 ththey 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.

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 Amprior 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.

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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.