

Local Railway Items from Area Papers - Cornwall subdivision

02/02/1912 Eastern Ontario Review Cornwall

A Glengarry Railway

Toronto Jan. 29 - The Glengarry and Stormont Railway Company has made a petition to the Ontario legislature for the right to construct a line from the C.P.R. in Lancaster township, Glengarry county, south west to a point at or near the St. Lawrence river in the township of Charlottenburg and west through the town of Cornwall in Stormont county to be operated by steam or electricity or otherwise, and with the right to connect other lines in the neighborhood.

11/07/1912 Chesterville Record Cornwall

C.L. Harvey C.E. expects to have engineers at work in a few days locating the St. Polycarpe to Cornwall railway which is to pass about half a mile north of Williamstown. A charter has been obtained for this line which is to run from a point on the CPR at or near St. Polycarpe southerly and westerly through the County of Glengarry to Cornwall.

26/07/1912 Eastern Ontario Review Cornwall

Another Railroad

Mr. C.L. Hervey, C.E., and a party of engineers started from Cornwall Wednesday to select the route of the proposed railway from St. Polycarpe, Que., to Cornwall. A charter has been secured for this line and work will be rushed forward as soon as the preliminary survey is made. The road will run from a given point on the Canadian Pacific at or near St. Polycarpe and will run westerly and southerly through Glengarry and Stormont to Cornwall, passing about half a mile north of the village of Williamstown.

04/04/1913 Eastern Ontario Review Cornwall

Ottawa, April 5. - The Glengarry and Stormont railway is a new company which will seek incorporation at the present session of Parliament. It proposes to build a line from St. Polycarpe Junction to Lancaster, Charlottenburg, Williamstown, and Cornwall. Right to enter into agreements with the Canadian Pacific, the Grand Trunk and the Ottawa and New York railway companies will also be sought.

23/08/1913 Eastern Ontario Review Cornwall

A New Railway

Plans for a railway from the main line of the C.P.R. at St. Polycarpe to the town of Cornwall have been placed before the Minister of Railways for his approval, and the hearing on the route map application has been fixed for Saturday. Several cross country municipalities will be served by the new line, which is to be 30 miles long. The company which wants to build the line was incorporated last session, under the name of Glengarry and Stormont Railways.

07/11/1913 Eastern Ontario Review Cornwall

Glengarry and Stormont Railway

A special meeting of the above company will be held in the city of Montreal, on Monday December 1, at 12 o'clock noon, for the purpose of considering and if deemed advisable of authorizing the issue of first gold bonds to the extent of seven hundred thousand dollars,

20/03/1914 Eastern Ontario Review Cornwall

For a New Railway

Ottawa March 16. - A new Canadian Pacific line in the eastern part of Ontario is foreshadowed in a notice given for a charter for the Cornwall and Hawkesbury railway.

The line would be constructed from Cornwall, in Stormont county, to Martintown in Glengarry, and thence to Alexandria and Hawkesbury crossing the Ottawa river to the Canadian Pacific at Grenville of Calumet.

Power is sought to connect with the C.P.R., Grand Trunk, Ottawa and New York, and Canadian Northern lines.

24/04/1914 Eastern Ontario Review Cornwall

Glengarry Railway

Cornwall, Ont., April 22. - Work will be commenced on the construction of the Glengarry and Stormont Railway as soon as weather conditions permit. The promoters have let the contracts for several sections of the road, which is to connect Cornwall with the C.P.R. at St. Polycarpe, Que., through country which has never been served by a railroad. It is expected that the rails will be laid the entire length of the road by November 1, and that trains will be running a month later.

15/05/1914 Eastern Ontario Review Cornwall

The promoters of the Glengarry and Stormont Railway will, just as soon as weather conditions will permit, proceed with the construction of the new line which is to connect Cornwall with the C.P.R. at St. Polycarpe Junction. Several sections of the road have already been given out on contract, and it is confidently expected that the rails will be laid the entire length of the road by November 1st, and that trains will be running before next Christmas.

28/05/1914 Chesterville Record Cornwall Cornwall

C.L. Hervey C.E. of Montreal and Lancaster and promoter of the Stormont and Glengarry Railway which is to be built from Cornwall to St. Polycarpe where it will connect with the CPR was in town today. The Smith Concrete company of Montreal, have been awarded the contract for the bridges over the Black River, M.M. McArthur, Montreal, will build thirteen miles of the road from St. Polycarpe west; A.F. Mulhern of Cornwall, four miles; H. Johnston, one mile; D.B. McIntyre of Maxville one and one-half miles; G and S Railway company four miles, and G.R. Phillips of Cornwall, four miles which will complete the twenty seven and a half mile distance between St. Polycarpe and Cornwall. It is expected that the rails will be laid before the first of December next.

29/05/1914 Eastern Ontario Review Cornwall

Mr. C.L. Hervey C.E., of Lancaster and Montreal was in town on Saturday. Mr Hervey says the arrangements for the expropriation of land for a right away for the Glengarry & Stormont Ry., which is to connect Cornwall with the C.P.R. at St. Polycarpe are progressing favorably. Contracts have been let for the entire distance and work on some of the sections will be commenced this week. Mr. G.R. Phillips of Cornwall has the first contract running out to Cornwall to the East and the other contractors in order are as follows - the Glengarry and Stormont Ry. Co. 4 miles; Mr. D.B. McIntyre of Maxville 1½ miles; Mr. H. Johnston of Montreal, 1 mile; Mr. A.F. Mulhern, of Cornwall 4 miles; Mr. M.M. McArthur of Montreal 13 miles, into St. Polycarpe. the Smith Concrete Co of Montreal has the contract for the building of bridges crossing the Black River. It is expected that steel will be laid the entire distance by December 1st of this year.

17/07/1914 Eastern Ontario Review Cornwall

Cornwall, Ont., July 11th - the work of construction on the Glengarry and Stormont Railway is being pushed ahead at a rapid rate. Grading operations are now in progress from St. Polycarpe to the west side of the county of Glengarry, the scraper work being completed on this section. Concrete work for the bridge foundations was started Thursday

The station and water tank is in course of erection at Williamstown, the latter to be completed by September 1, when track-laying and ballasting will be started. On the Stormonts the right of way is being cleared in preparation for putting in culverts and fencing before grading. This work also is being pushed rapidly forward.

The River Beaudette that bridge foundations and also the South Branch bridge foundations are in course of construction.

07/08/1914 Eastern Ontario Review Cornwall

The New Railway

Cornwall July 21. - Atchison & Co. and Harry Williams of Cornwall have been awarded the contract for the erection of the Cornwall terminal of the Glengarry & Stormont railway and work will be started immediately.

The new road will run from Cornwall through Glengarry county to St. Polycarpe, Que., and connect there with the Canadian Pacific railway, giving this section a new connection both east and west.

18/12/1914 Eastern Ontario Review Cornwall

New Line to Cornwall

Cornwall, Dec. 1. - The completion of the laying of rails on the Glengarry and Stormont Railway, which connects Cornwall with the Canadian Pacific Railway at St. Polycarpe, Que., was marked by a luncheon to C.L. Herney, C.E. of Lancaster and Montreal, and the other directors of the road, in St. Andrew's Hall, Williamstown, this afternoon, provided by the Indies of Williamstown, Col. Donald M. Robertson, of Williamstown and Toronto, was chairman

25/03/1915 Chesterville Record Cornwall

The first through passenger train to reach Cornwall from Montreal over the Glengarry and Stormont Railway arrived about 1.30 p.m. Saturday. On board were the following officials from the CPR: Messrs. George Hodge, general superintendent; Wm Stitt, general passenger agent; A.C. Mackenzie, engineer, maintenance of way; L.M. Mactavish, traveling freight agent; J.R. Gilliland, Smiths Falls, district superintendent; O. Kirkland, roadmaster; M. Malloy, bridge and building master; T.B. Ballantyne, resident engineer; C.L. Hervey, A.A. Mellor and D.A. O'Meara, of the Glengarry Construction Company, builders of the road.

The party was met at the depot by His Worship mayor Stiles, members of Cornwall Town Council and prominent citizens. The officials expressed themselves as highly pleased with the road and depots from St. Polycarpe to Cornwall and particularly with the Cornwall Depot which they described as one of the best ever erected on a new road. A stop was made at each station on the way west and considering this fact the train made good time having left Montreal at 10 a.m.

Mr. Hodge the general superintendent stated that as soon as the frost was out of the ground the work of ballasting the road would be proceeded with and rushed to completion as well as other necessary works attended to, and he expected a through passenger service between Montreal and Cornwall would be inaugurated during the month of May.

The visitors were taken for a drive through Cornwall being accompanied by Mayor Stiles visiting several industrial establishments. They were greatly impressed with the outlook locally.

09/07/1948 Ottawa Citizen Cornwall Cornwall

Locomotive Wrecks Auto, Crashed Cornwall House

A runaway freight train that lumbered down street-car tracks on the main street, Pitt street, gave Cornwall residents a scare last night,

An unscheduled trip ended when the locomotive broke loose from its nine freight cars, toppled on a sharp curve and smashed into a verandah on which two people were waiting for one of the city's red street-cars.

Four injured

Engineer William Nicholson, 52, of Montreal and Fireman Gerald Suffle, 25, of Ottawa leaped from the cab just before the locomotive overturned. Nicholson suffered a head cut which required five stitches to close. Suffle sprained his ankle. Both men were released after treatment at hospital for their injuries.

Albert Lalonde who, with his wife, had been waiting for the street-car, suffered burns from steam after the engine landed almost on the verandah. Both Mr. and Mrs. Lalonde were taken to hospital, where Mrs. Lalonde was treated for shock.

After the accident, thousands of curious onlookers converged on the scene of the crash. Cars and bicycles blocked many roads and at times police traffic constables were unable to clear Pitt street of the surging mob.

The locomotive, in addition to wrecking the verandah, flattened an automobile and damaged a light truck parked near the car.

"It was awful".

"It was awful, terrible," one witness, Mrs Arthur Parker of Cornwall stated. "Steam and water spurted all over the place, coal scattered all over the lawn and the cement curb was all torn up."

Timbers from the wrecked verandah lay strewn over the dug up lawn, some scattered several feet away.

Arnold Pitts of Cornwall was sitting in his automobile when he saw the train come around a corner of Pitt street, the main thoroughfare. He jumped from the car seconds before the toppling engine flattened it.

A panel truck near the Pitts car was damaged.

All the freight cars remained upright after the engine became uncoupled. They coasted to a stop.

Railway officials said the locomotive, a switching engine, had been standing on a siding which connected with the street-car track system when freight cars broke loose on another siding and struck it. The impact apparently jammed a gear and started the locomotive off in reverse, pushing the nine freight cars.

Extinguish Fire

City firemen extinguished the fire in the toppled locomotive firebox. CPR wrecking equipment was being sent from Montreal to remove the locomotive from its resting place on Pitt street three blocks north of the main business area. At midnight the wrecking crews had not yet arrived in Cornwall but were expected "any minute now."

The Cornwall Street Railway System operates a switching service for the many industries of the city. These firms have sidings at the three railway yards in Cornwall and their freight is hauled from the sidings to the factories by the street railway system.

But where the companies have no direct siding from a railway yard, the street railway hauls the freight and tank cars along their own recently-installed rails on back streets. Until a few years ago freight cars ran on Pitt street

The locomotive had been standing on a siding which runs into Pitt street opposite the foot of Sixth street. When the nine freight cars, shunted from a parallel siding, rammied into the rear of the standing locomotive, the engine began to move in reverse, pushing the freight cars towards Pitt street.

At the curve leading on to Pitt street, the freight cars became uncoupled but continued to roll south down the main street. They eventually coasted to a halt.

The locomotive, however, jumped the tracks after rounding the corner and crashed into the verandah of the Lalonde home, the sixth house from the junction of the street railway and the railway tracks.

Lucky to be alive in wake of train accident

From the Vault

By Claude McIntosh news@standard-freeholder.com

Mr. and Mrs. Albert Lalonde couldn't believe what they were seeing as they waited on the verandah of their home at 524 Pitt St. for a street car late in the afternoon on Thursday, July 8, 1948.

The fact that they lived to tell their story was nothing short of a miracle.

It was the same for Garnet Pitt who was sitting in the back seat of his son's car parked in front of the Lalonde home.

The elder Pitt was waiting for his son, Arnold, to return from an errand.

The Lalondes caught the first glimpse of the approaching danger as a 90-ton Canadian Pacific Railway (CPR) engine came barreling onto Pitt Street from Sixth Street East.

In tow were several box cars and a tank car.

The ordeal started minutes earlier at the Sydney Street No. 2 siding just east of Sydney Street when, without warning, several freight cars that had been shunted on No. 1 siding rolled down the grade and rammed the cab of the engine.

The top of the cab was ripped off by the impact.

The engine was now being pushed by the momentum of the box cars and a tank car.

Engineer William Nicholson, of Montreal, fought desperately to control the lunging, runaway engine as it rolled east on Sixth Street and across Sydney, but debris had jammed the reverse gear and throttle.

With the runaway locomotive and cars picking up speed, Nicholson and his fireman Gerald Suffel of Ottawa jumped to safety.

Incredibly, the train negotiated the sharp curve onto Pitt Street at Sixth.

This was when the Lalondes froze in disbelief.

As they scrambled for the front door of their home the locomotive jumped the tracks, literally landing at their feet.

Mrs. Lalonde collapse on the porch in an hysterical heap.

They had come within inches of being crushed by the lumbering locomotive.

Garnet Pitt had a closer call.

When he spotted the runaway train, he jumped out of the car, but was buried to his waist in coal that spilled out of the rear of the locomotive.

The car was crushed, as was an unoccupied Edwards Electrical Co. panel truck.

Several pedestrians narrowly missed being crushed.

With the engine off the tracks and on its side, the unattached box cars and tank car continued on their merry way until they reached a slight grade on Pitt Street a couple of blocks away.

That's when they gently started to roll back, coming to a halt alongside the disabled engine after a man managed to engage the manual brake on the lead box car.

The engineer figured the locomotive was travelling at about 15 miles per hour when he and the fireman jumped.

However, Albert "Bert" Lalonde said it was going much faster when it made the turn from Sixth to Pitt "on two wheels."

"I'll stake my life that it was going at least 50 miles per hour," Lalonde told the Standard-Freeholder.

Mrs. Lalonde truly believed that they were about to meet their Maker.

The fact that there were no serious injuries in the episode was indeed miraculous.

The engineer suffered a gash on his head, his fireman had minor burns to his hands from the steam that poured into the engine from a broken steam pipe. Albert

Lalonde was shaken up and his wife was treated for shock. Garnet Pitt suffered an injured ankle. All were treated and released at the General Hospital.

Mayor Lloyd Gallinger was among the hundreds of citizens who swarmed to the scene.

He immediately called for a full investigation.

A CPR crew arrived from Montreal and after a three-hour tussle managed to upright the engine. It was shipped to the CPR shops for repairs.