

# Local Railway Items from Area Papers - Winchester subdivision

*05/07/1881 Ottawa Free Press Winchester*

The Ontario and Quebec Railway Company will hold their first general meeting of shareholders at Montreak on the 19th of July instant, for organizing the con=ompany etc. Mr. Lumsden, Chief Engineer and his assistant, have just gone over the northern route again westward from Carleton Place.

*30/07/1881 Ottawa Free Press Winchester*

The Ontario and Quebec Railway survey party, headed by Mr. Lumsden started from the town of Perth, and is thus referred to by the Courier newspaper of that place : "Commencing at Drummond street on the ridge near the 3rd line, they ran the line across Wellandsville, then across Wilson street, intersecting Mr. John Thornton's field at Greenley's Corner, near the house. After this the line runs into Bathurst, through Messrs. F. Tovey and Duncan McDonald's front field, towards Glen Tay, and within a half mile of it, in the meantime crossing to the north of the Toronto & Ottawa line, near the toll gate. Both lines keep nearly parallel between the town and Glen Tay, and east of the town into the 3rd concession of Drummond. The switch from the O. & Q. to the Canada Pacific track, will be placed back of Mr. Peter McLaren's and the connection about half a mile long. The party comprises Mr. H.D. Lumsden, C.E., and eight assistants, Messrs. Stuart, Cummie, Noble, Allan, Jones, Ford, Maddock and Ling." Peterboro' party is the objective point of the survey.

*04/04/1884 Renfrew Mercury Winchester Smiths Falls*

Seventy-five men are at work preparing the yard for the Ontario and Quebec Railway at Smiths Falls. Besides a station, a round-house will be built this spring.

*07/03/1885 Ottawa Citizen Winchester*

It is stated that the branch line of the CPR from Smiths Falls to Lachine will be commenced about the first of July under general superintendence of Mr. Dan Duan who will relinquish his position on the eastern division for this purpose.

*13/07/1885 Ottawa Free Press Winchester Rideau River bridge*

The putting up of the ironwork of the Canadian Pacific railway bridge over the Rideau river was begun last week. --

Note: No indication as to which bridge this refers to but likely the new bridge at Merrickville..

*10/04/1886 Ottawa Journal Winchester*

The location of the Canadian Pacific short line between Smiths Falls and Montreal has been decided upon. The work of construction will at once be begun, and it is the intention to have the road completed by 1st January next. In all probability the round house will be established in Smiths Falls, as great inducements are offered them to locate there, and if so, it will prove a great boon to the town.

*24/04/1886 Ottawa Citizen Winchester*

The C.P.R. Short Line. The Canadian Pacific Railway will receive tenders for the construction of the Ontario and Quebec extension from Smiths Falls to Montreal until 14th prox. The length of the line to be constructed is 121 miles.

*21/05/1886 Ottawa Citizen Winchester*

Montreal 20th. Contracts were awarded yesterday for the construction of the short line between Montreal and Smiths Falls to the following firms: Messrs. W. Bachner; Hutchinson; Wood and Molesworth; John Drew; T.& J. Robson; Corbett & Skead; Breer; Conolly, Briggs & McMahon; J.& W.G. Elliott; Fauquier & Dunwoodie; Davis Bros.; Ross & Holt; at fair prices. The distance to be traversed by this new line will be about 126 miles. It will pass through the counties of Soulanges, Vaudreuil, Glengarry, Stormont, Dundas and North Grenville until it strikes the original Ontario and Quebec portion. The principle part of the railway is expected to be finished by the end of September and the whole of the line by the end of October. Mr. H.L. Lumsden C.E. will be the chief engineer for 104 miles from Vaudreuil to Smiths Falls. while Mr. P.A. Patterson C.E. will have charge of 24 miles from Montreal to Vaudreuil. Mr. T.G. Shaughnessy will be manager of the construction throughout.

*15/06/1886 Ottawa Citizen Winchester*

The Morrisburg Courier says that work on the Ontario and Quebec Railroad portion of the C.P.R. short line is now going on through Mountain, Winchester and Finch, with hundreds of teams and about 1,000 men grading. Property is booming up fast and the holders are looking forward and preparing to enter into all the enterprises that are necessary for the growth of two prosperous towns in Winchester. The expenditure of money on this railroad will be over \$13,000 per mile and about one half will be paid direct for right of way and construction, for contractors. labourers and for produce from farmers, etc.

*21/06/1886 Ottawa Citizen Winchester Merrickville*

Great excitement prevails among the residents of the proposed short line from Smiths Falls to Montreal, at the quick execution of that important work. Some two hundred navvies are at work in the neighbourhood of Merrickville, and grading excavations are already made for two miles.

*30/06/1886 Ottawa Journal Winchester*

Mr. R. Lester, contractor of Ottawa, has just opened extensive new quarries back of Hull in the vicinity of Mr. C.B. Wright's quarries. Mr. Lester has a large gang of men engaged in getting out stone for his contract with the new Short Line Railroad for the construction of the bridges on the line.

*06/07/1886 Ottawa Journal Winchester*

A Kemptville correspondent writes that a visit to the camp of Messrs. Corbet & Kemp. Contractors for the five miles division of the short line, C.P.R., east of Kemptville, shows the work to be in a forward state. Mr. Tod Lyons, who is bookkeeper and storekeeper for the contractors, said he expects this division to be completed in about six or seven weeks at the longest, when the gang will be removed to another contract. There are, at present, about 150 men on the works.

*22/07/1886 Ottawa Journal Winchester Merrickville*

The stone work on the bridge on the C.P.R. short line at Merrickville will be finished before Saturday night. Operations are also being pushed forward at Kemptville, where the stone work of the bridge crossing the river there will be finished within three weeks. There is a great scarcity of labor at both places. The road has been graded to a point ten miles west of Kemptville. All the grading will be finished before fall and the bridges at St. Anne's and Vandreuil (sic) will be completed early in December. The greatest activity prevails at the Hull quarries where a great proportion of the stone is being obtained. A large number of barges are employed carrying stone down the river to St. Anne's.

## Riots at Merrickville

## Italians Engaged in the Construction of the New Short Line Railroad Cause a Serious Riot

The quiet village of Merrickville was thrown into wild excitement last Saturday evening. A number of Italian navvies employed on the construction of the new Short Line Railroad, and who were boarding in a house situated near the bank of the Rideau river, got into a serious row. It appears that the proprietor of the house had smuggled in a barrel of beer to treat his boarders, who numbered over 20 men, all of whom were Italians and French-Canadians employed on the Railroad. The beer, which was very strong, was passed round the crowd, and in a very short time the whole number were drunk. A dispute began about the division of a quantity of the liquor and ended in a furious row; the furniture was smashed and the house was completely gutted. Knives were used freely and for upwards of an hours [sic] confusion reigned supreme. The constables were at length called out and tried to force an entrance into the house but were greeted with a shower of broken furniture and china, which made them beat a speedy retreat. They again tried to capture the house, but were again attacked by the drunken and infuriated mob, who threw out of the windows all the articles of furniture in the house, including stoves, tables, chairs, bed mattresses and other articles that came in their way. The siege had lasted about an hour, when the police, who were reinforced by a number of citizens forced an entrance by the back door and charged the crowd, which dispersed in every direction. One of them jumped out of an upstairs window into the river, and has not yet been seen. It is supposed that he was drowned. When the police entered the room where the row originated they found the floor and walls covered with blood, and two men lying on the floor apparently dead; but upon examination it was found that they were only wounded by knives. The constables pursued the mob and captured a number of them; the rest escaped. The wounded men are recovering.

29/07/1886

Ottawa Journal

Winchester

Several employees working on the Short Line near Kemptville left work last week and, as the contractors, T. & G. Robinson, would not deviate from the rule of not paying men who voluntarily quit work until the next pay day, the employees sued the contractors. The case came up at Brockville last Saturday, Mr. G.E. Kydd, appearing for the defendants, when judgment was given dismissing the action against the contractors.

09/08/1886

Ottawa Journal

Winchester

## Laborers' Strike

## Angry Italians on the Short Line Demand More Pay

## They Show Fight but are Calmed Down by a Display of Force

A strike, which nearly ended in bloodshed, took place last Saturday at Apple Hill, a point on the Smith's Falls Short Line, near West Winchester. Sixty Italians, employed by Messrs. Stewart and Kennedy, who have the contract for six miles of the road, demanded that their wages be increased from one twenty five to one forty a day. They left off work about noon, and marching to the contractor's office, through the medium of their interpreter, declared their intention of holding out until their demands were complied with. They complained that another gang of laborers at work on a more difficult section of the line, a few miles distant, were at present drawing the wages asked for. The contractors then ordered the strikers off the premises, announcing their intention of not paying them off until the 15th inst. At this proposition there was a howl of rage, and many of the swarthy Italians drew ugly-looking knives and acted in a very threatening manner. Messrs. Stewart and Kennedy who had now become alarmed for their personal safety, hastened into the office with their foreman, and re-appeared with two loaded rifles. At sight of the weapons the Italians withdrew at a helter-skelter rate, and a few hours later agreed to return to work to-day at the old rate. The decisive action of the contractors undoubtedly averted serious trouble.

04/09/1886

Ottawa Journal

Winchester

In about a week or ten days the contractors on the Smiths Falls end of the new short line railway will be through as far as the grading is concerned. All along the line work is being pushed with great rapidity. Track laying will be commenced at once, and Mr. Lumsden, the chief engineer, is of the opinion that the road will be ready for traffic this fall.

08/09/1886

Ottawa Journal

Winchester

Mr. Guy Campbell of Messrs. O'Neil & Campbell, contractors Kemptville, was in town today. He says the rails are being rapidly laid on the Short Line from Kemptville eastward. The rails began to be laid in that section the day before yesterday.

30/09/1886

Ottawa Free Press

Winchester

Mr. Sims, of the firm of Sims & Slater, was in the city today, having come down last evening from his contract on the Smiths Falls and Lachine branch of the C.P.R. railway. He states that the construction train has been running for some time over a great portion of the line, and that it is intended to run a passenger train in November.

05/10/1886

Ottawa Citizen

Winchester

The short line railway is reported to be proceeding at a very fast pace and will be in working order from Smiths Falls to Montreal before the winter sets in. Over 70 miles of track from Smiths Falls to Mountain, Dundas County, is laid, although not graded. The Nation River and Ste. Anne's bridges are now nearly completed and three others are well under weigh (sic). Workmen are busy all along the route day and night.

06/10/1886

Ottawa Free Press

Winchester

The Short Line railway is said to be progressing at a very fast rate and will be in working order between Smiths Falls and Montreal by January first. Over 70 miles of track from Smiths Falls to Mountain, Dundas county, is laid although not fully graded. The St. Ann's and Nation river bridges are nearly completed.

09/10/1886

Ottawa Journal

Winchester

Telegraph construction on the Smiths Falls Short line is now in an advanced stage of completion. Large gangs of men are working from both ends of the line, and will meet shortly. There will be one railway wire and five for commercial purposes. Connection will be made with the system here.

22/10/1886

Ottawa Journal

Winchester

The work of construction of the new Short Line Railroad is being pushed on with astonishing rapidity. Mr. A. Armstrong, of Merrickville, in conversation with a Journal reporter stated that the road from Smiths Falls to Merrickville was completed on Saturday 9th inst. And that on the Monday following a construction train ran from Smiths Falls to Merrickville. The company have made arrangements to have the Perth train, which runs from Smiths Falls to Perth, run down to Merrickville, so that on Monday next the first passenger and freight train will run from Perth to Merrickville and return. Workmen are engaged building the station at Merrickville. It will be situated just above the bridge over the Rideau on the north side of the river at the eastern extremity of the village.

"How about the bridge across the Rideau?"

"Well, they are still working on it. All the piers will be finished in a short time and part of the ironwork and woodwork has been commenced. I think it will be finished about the 1st of December."

"Is any of the line below Merrickville constructed?"

"Yes. All the line from Perth to Ste. Anne's is graded and ready for the rails but the bridges are not built yet, consequently I think the connections will not be made till mid winter. The track is laid all the way from Kemptville to Merrickville and construction trains are carrying supplies from the opposite side of the river at Merrickville to four miles below Kemptville where the track ends. As soon as the bridge is built the freight and passenger trains will run to Kemptville, and from appearances, I think that by the month of February the entire line will be completed, and through trains will run from the Pacific coast over the main line of the C.P.R. and connect with the new short line above Perth, and run over it to Montreal. Thus this line will make a short air line by which the through freight of the Canadian Pacific Railroad can be carried through to or from Montreal without delay.

**23/10/1886 Ottawa Journal Winchester**

Train after train laden with steel rails for use on the Short Line are passing through the city daily.

**04/11/1886 Ottawa Citizen Winchester**

The short line railroad from Smiths Falls to Montreal is now well advanced towards completion. Trains are now running from Smiths Falls to Merrickville and from Bell's Corners (sic) to Kemptville. the St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion by which time straight connections with Montreal will be made.

**04/11/1886 Ottawa Journal Winchester**

Trains on the Short Line railway are now running from Smiths Falls to Merrickville and from Bells Corners to Kemptville. The St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion, by which time straight connection with Montreal will be made.

**23/11/1886 Ottawa Journal Winchester**

The C.P.R. authorities say the new short line between Smiths Falls and Montreal will be the best piece of road on the line. The route is good and the rails are to be heavier and better material than is generally used. The new bridge across the Rideau river at Merrickville will not be finished for two months yet. The five piers are each forty-five feet high, in order to let boats pass underneath. Property in both Merrickville and Smiths Falls has enhanced considerably in value since the starting of this work.

**24/11/1886 Ottawa Citizen Winchester**

The bridge over the Rideau River at Merrickville, for the C.P.R. short line, is not expected to be finished for two months yet. The new line is expected to be as good a piece of work as any in the whole of the C.P.R. The rails are to be heavier than those commonly used.

**02/12/1886 Ottawa Journal Winchester**

Construction on the Smiths Falls short line is still being rushed forward. Ballast trains are now running from Smiths Falls to Merrickville, and the rails have also been laid from Kemptville to South Finch. The road has also been built from Montreal to Ste. Polycarpe, leaving an uncompleted gap of twenty-six miles extending from the latter place to South Finch. Trains will run over the line early in February.

**09/12/1886 Ottawa Journal Winchester**

Mr. T.G. Shannessay (sic), assistant general manager of the C.P.R. was in Toronto yesterday. In conversation with a reporter he said that only 37 miles of track now had to be laid to complete the air line of the C.P.R. from Smiths Falls to Montreal. The masonry for the bridges was completed and the iron work was being put in its place. He thought the road would be ready for opening about the 1st of May next. It could be opened earlier, only the company wanted to have it in first class condition.

**04/01/1887 Ottawa Free Press Winchester Smiths Falls**

The C.P.R. round house at Smiths Falls will contain forty pits and is 325 feet in diameter. Thirteen sections are completed and the others will be by May. The repair shops are 300x60. The engine room and finishing and blacksmiths shop are built in two wings in the shape of an L. Six inch pipes are laid to the place from Fosters. The station house will be as large as that at Perth and have a dining room attached. The yard will occupy 47 acres.

**14/01/1887 Ottawa Citizen Winchester Merrickville**

The first shipment ever made by rail from Merrickville was made last week, when Mr. S.T. Easton of Ottawa, shipped a carload of oats and buckwheat from Merrickville mills to a Winnipeg dealer by the C.P.R., via Smith's Falls.

**29/01/1887 Ottawa Free Press Winchester**

Mr. Lumsden, the C.P.R. engineer in charge of the Smiths Falls short line, reports that only six miles of track laying remains to be done, and that ballasting will be completed early in the spring.

**31/01/1887 Ottawa Journal Winchester Merrickville**

The trestle work on the Merrickville bridge was successfully tested last week when a locomotive and two cars were run over it.

**21/03/1887 Ottawa Journal Winchester Merrickville**

The last span of the bridge is laid and the cars have at last reached here.

**22/03/1887 Ottawa Journal Winchester Merrickville**

The new short line railroad bridge across the Rideau River at Merrickville, is now completed. The upper portion of the bridge is built of iron and the stone piers are of a most substantial nature. Trains are now running from Smiths Falls to Merrickville and as soon as the line is cleared of snow they will be able to run as far as Merrickville (sic). The railroad company have several first and second class passenger cars as well as a number of freight cars and several locomotives. A gentleman from Merrickville informed a Journal reporter that the line was now completed from Smiths Falls to Lachine and that the work of ballasting the road would be commenced as soon as the snow leaves the ground. The railroad company expect to have the line open by the 1st of June if no delays occur.

**05/04/1887 Ottawa Journal Winchester**

A large quantity of lumber was shipped yesterday by Mr. Tompkins to Smiths Falls by the C.P.R. to be used on his contract for the construction of the stations on the line of the New Short Line.

**15/04/1887 Renfrew Mercury Winchester Smiths Falls**

Smiths Falls is happy after all. The C.P.R. have made all arrangements for building there a fine brick or stone station, 35 by 90 feet, with a large dining hall.

**07/05/1887 Ottawa Journal Winchester**

Mr. H.B. Spencer, assistant superintendent of the C.P.R., has just returned from a tour of inspection over the route of the New Short Line between Perth and Montreal. He says the road will be open for traffic by the first of June.

**18/05/1887 Ottawa Free Press Winchester Merrickville**

The Merrickville bridge on the new C.P.R. short line will be completed by Messrs. Newman & Co. in two weeks and the whole line will be in operation, it is expected, by the middle of June.

**11/06/1887 Ottawa Journal Winchester Smiths Falls water**

A water tank of unusual size is being built at the railway yards connecting with the line of water pipes at present being laid.

**30/06/1887 Ottawa Journal Winchester Smiths Falls**

The plans for the new station at Smiths Falls have been finally settled. The main building will be 110 feet long, with wings at each end, making it in all 135 feet. There will be three waiting rooms, general, first class and ladies. There will be a number of offices in the building. At present it appears as if the building material would be wood throughout.

**04/07/1887   Ottawa Journal   Winchester   Smiths Falls**

With the completion of the Smiths Falls Air-line of the C.P.R., which will be in about a month, Smiths Falls becomes a divisional centre between Montreal and Toronto. This will necessitate changing of trains and train hands, and as a consequence many of the latter will take up residence here. Already, two train men, at present living in Carleton Place, have rented houses in town.

**09/07/1887   Ottawa Free Press   Winchester   Smiths Falls**

The C.P.R. company has definitely decided to build a new station house at Smiths Falls. It will be over one hundred feet long and will be provided with handsome waiting rooms and modern conveniences.

**29/07/1887   Ottawa Free Press   Winchester   De Beaujeu**

The work of erecting the new station house at the junction of the new short line and the C.A.R. is progressing favorably. The building will be completed before the autumn season.

**04/08/1887   Ottawa Free Press   Winchester**

The first through freight train on the Smiths Falls Short Line passed through Kemptville on Friday last and made the run in good time. The station at Merrickville is almost completed.

**08/08/1887   Ottawa Journal   Winchester**

The official car "Metapedia" (sic) arrived at the Union station on Saturday afternoon from Smiths Falls and was taken to Montreal by the Toronto express at 5.30 p.m. The "Metapedia" had on board General Superintendent C.W.S. Spencer, T. Ridout, government inspector, Messrs. Peterson, Lumsden and Armstrong with their assistants. The party had made a trip of inspection over the new Short Line from Montreal to Smiths Falls.

**10/08/1887   Ottawa Journal   Winchester**

Mr. C.W. Spencer, general superintendent of the eastern division of the Canadian Pacific Railway, was in town today. He went over the Short Line Railway yesterday on a special and is well satisfied with his experiences between Montreal and Smiths Falls. He found the road to be in first class condition. On the way a test run was made, the special covering 62 miles in one hour. This is marvelous speed. One third of the station houses have been built. Speaking to a Journal reporter today he said:

"The train service over this line goes into effect Monday, and will be as perfect as possible. The equipment will be first class while the run from Montreal to Smiths Falls will be done in two hours and forty-five minutes schedule time. Ottawa will not suffer through the construction of the Short Line. It is true the Toronto trains will go south of Ottawa, but the Atlantic and Pacific expresses as well as the western freight traffic will continue to come this way. I have made an arrangement whereby a Pullman and a first class car will run from here every night direct to Toronto, connecting at Smiths Falls with the Montreal section.

**13/08/1887   Ottawa Citizen   Winchester**

Short line not yet in operation - see entry for Lachute sub. same day.

**16/08/1887   Ottawa Free Press   Winchester**

The first through trains on the new air line between Toronto and Montreal via the Smiths Falls branch, arrived in Montreal at 3.15 a.m. and 8.15 p.m. yesterday, being exactly on time. This marks the inauguration of the new route between the Canadian Metropolis in the East and the Queen City of the West. Mr. C.W. Spencer, acting superintendent, was on the first train, which was crowded with passengers who were delighted with the speed of the train, a mile a minute. Other officials of the road were also aboard, and much enthusiasm was manifested along the route by residents as the trains rolled by. In future all trains from Montreal to Toronto will run over the new line, but trains for the Pacific coast will go via Ottawa as usual.

**19/08/1887   Cornwall Freeholder   Winchester**

On Monday the new short line of the Canadian Pacific railway in Smiths Falls was opened for traffic and regular passenger trains commenced running. The road is 126 miles long and was built to give the Canadian Pacific a shorter route between Montreal and Toronto than by way of Ottawa, which has been in use for several years. The road is first class in every particular and has no superior on the continent. It is intended that through trains will make a speed of 40 to 50 miles an hour and the time between the two great centres be reduced very materially. It passes through a considerable section of Glengarry, Stormont and Dundas and will give the people of these counties greater railway facilities than they have heretofore enjoyed, and no doubt considerably enhance the value of their property. The road runs either through or close to the following towns and settlements - Peveril, Glen Norman, Glen Nevis, Glenroy, Green Valley, Loch Garry, Apple Hill, Gravel Hill, Monkland, Avonmore, South Finch, Chesterville and West Winchester. The new road is only 14 miles from Cornwall, in the front of Roxborough, and we hope soon to see the town connected with the great National highway.

**22/09/1887   Ottawa Citizen   Winchester   Smiths Falls**

The new station at Smiths Falls is now nearing completion. It is a substantial and handsome structure and lends a dignified appearance to that thriving little village.

**29/10/1887   Ottawa Citizen   Winchester   Smiths Falls**

The C.P.R. company, finding mechanics so scarce about Smiths Falls, had to bring twenty men from Montreal to work on the freight shed,

**15/11/1887   Ottawa Free Press   Winchester   Smiths Falls**

The new railway station of the C.P.R. at Smiths Falls will be completed by the end of November. Mr. Tompkins, the contractor, is pushing the work as rapidly as possible.

**20/12/1887   Ottawa Citizen   Winchester**

The \$50,000 poultry train from Smiths Falls to Boston made good speed, starting from Smiths Falls at 7 p.m. Thursday and reaching Boston at 5 p.m. on Saturday, making the total distance of 436 miles in 46 hours one of the fastest freight trips on record. From Smiths Falls the route lay to St. Polycarpe on the C.P.R., from St. Polycarpe to Rouses Point by C.A.R. and from Rouses Point to Boston by the Central Vermont and Boston and Lowell roads.

**17/02/1888   Ottawa Free Press   Winchester   Merrickville**

No. 3 express on the C.P.R. between Toronto and Montreal was detained yesterday through a freight being off the track at Merrickville. When the freight was approaching Pike Falls, it was seen by the section foreman who, knowing that the express had not yet passed up, thought the freight intended waiting for the express on the siding at that point. He opened the switch and the freight under a full head of steam rushed into and through it. The derailment at the other end was the cause of injuring the engineer and throwing the brakeman from the top of the cars. Eight cars, two containing stock, were derailed. The accident happened about three o'clock in the afternoon and the track was blocked for four hours. The expresses both ways had to transship and return.

**16/03/1888   Renfrew Mercury   Winchester   Smiths Falls**

The C.C. says that the change in the railway arrangements brought ten gangs to Carleton Place, all it is now stated from Ottawa. There are fifteen drivers, five being what are called spares. Accompanying them are the cleaners and the numerous other dependents who flow with the tide. The Record says Since Smiths Falls was made the divisional point from Chalk River, six more crews have been added to the number having headquarters here. It is reported that the station and all other buildings requiring light at Smiths Falls will be lighted by the incandescent system.

**15/06/1888 Renfrew Mercury Winchester Smiths Falls**

We recently noted that Mr. Tompkins who built the C.P.R. station at Smiths Falls, has been given the contract for the erection of some twenty buildings in Vancouver, B.C. The Winnipeg Free Press says that Halpenny & Co., of Winnipeg, are at present shipping brick from St. Boniface, to be used in these buildings.

**02/05/1890 Renfrew Mercury Winchester Smiths Falls**

The C.P.R. Company purpose making some improvements on their property at Smith's Falls. A long siding will be built for the accommodation of Frost & Wood.

**13/05/1890 Ottawa Journal Winchester Smiths Falls**

It is rumoured that a conductors' waiting and reading room will be established at Smiths Falls this summer. The location was fixed when the CPR officials were at Smiths Falls two weeks ago, and it is expected that construction of the building will soon commence.

**02/06/1890 Ottawa Journal Winchester**

Duke and Duchess of Connaught left Toronto at eleven o'clock last night by special train consisting of baggage car, the "Saskatchewan" and the "Matapedia". Windsor Street, Montreal was reached at 10:37 this morning. Five slight stops were made at Chesterville, Avonmore, St. Clet, Dorval and Montreal Junction. At each of these places large crowds gathered and heartily cheered the royal party. More.

**10/08/1890 Ottawa Journal Winchester Chesterville**

A gang of Italians held up Mr. James Myers, a C.P.R. foreman at Chesterville a few nights ago and made dire threats against his person and property because they thought he had something to do with their wages being cut from \$1.40 to \$1.25 per day. The men were employed on the C.P.R. construction work, and when the announcement was made that they were to receive the smaller wage the Italians followed Myers to the station and kept him a prisoner until he was rescued by a squad of villagers who went to his assistance when they heard of the incident. The foreigners were in a decidedly ugly mood, and had threatened to kill the foreman and burn his property.

**02/03/1892 Brockville Recorder Winchester**

Yesterday, the C.P.R. commenced to run an elegant parlour car, the "Carillon," between Ottawa and Toronto on the day express trains, Noe. 9 and 19. This extra accommodation will be continued during the Parliamentary session, and probably throughout the busy summer season. (Branchline).

**22/08/1892 Ottawa Journal Winchester Avonmore**

Collision near Avonmore - see accident file. Also reported in the Citizen, same date.

**24/11/1892 Brockville Recorder Winchester Smiths Falls**

Mr. Ahearn of the Electric Railway Co. of Ottawa, was in Smiths Falls on Thursday in consultation with Messrs. Frost & Wood about a proposed electric railway from the works to the C.P.R. station. The volume of their work has grown to such proportions that they are becoming tired of the expense and inconvenience of hauling everything on wagons and it is probable that within a year an electric railway will be in operation. Mr. Ahearn went over the ground with Mr. F.T. Frost.

**06/07/1893 Ottawa Journal Winchester Merrickville**

A peculiar accident occurred near Merrickville Tuesday night. Two men named Thos. Code and C. Acton were driving across the railway track with some bags of flour when a train struck the vehicle, knocked Acton into the cattle guard, where he was found insensible, and landed Code on the cowcatcher, and in that perilous position he was carried into Smiths Falls. Some bags of flour and parts of the wagon were also found on the engine. It was a miraculous escape. Carleton Place Herald.

**24/08/1893 Ottawa Journal Winchester Smiths Falls**

CPR Roundhouse Burned

Smiths Falls 24 August. About three o'clock this morning a disastrous fire broke out in the C.P.R. roundhouse here. From the first it looked serious and almost before the citizens or firemen could reach the spot it seemed impossible to check it. It raged fiercely for two or three hours but by an almost heroic effort one division of the building was saved.

There were six engines, including a mogul, in the burned portion and four of these were almost a total wreck, while the other two are pretty badly disabled. The origin of the fire is a complete mystery but an investigation is being held today. The loss on the engines, building and tools is estimated at about \$50,000.

**29/08/1893 Ottawa Citizen Winchester Smiths Falls**

The loss caused by the fire at the C.P.R. roundhouse at Smiths Falls was \$60,000. Six of the company's best engines, including three moguls, were destroyed as well as half the roundhouse.

**31/08/1893 Brockville Recorder Winchester Smiths Falls**

The loss by the C.P.R. roundhouse fire at Smiths Falls is now placed at \$60,000.

**12/04/1894 Brockville Recorder Winchester Oxford Mills**

A petition signed by eighty was presented to the Oxford council on Saturday requesting the powers that be grant \$250 to the C.P.R. for a station and platform to be erected at the crossing near Oxford Mills. P.R. McDonald presented the petition and said the railway authorities claimed that it would cost \$500 and if half that was presented the station would be erected.

**19/04/1895 Eastern Ontario Review Winchester Green Valley**

The C.P.R. has offered to furnish free at Green Valley station, 100 cars of gravel to be used in repairing the military road between Alexandria and Green Valley.

**26/07/1895 Eastern Ontario Review Winchester Dalhousie Mills**

The first car of new pressed hay for this season was shipped last week from Dalhousie Mills, by G.D. Waddell od Toronto, to that place.

**06/02/1897 Brockville Recorder Winchester Monckland**

When the C.P.R. express from Montreal was coming west last Saturday, a brakeman entered the car as usual and called out the name of the station before they reached Moncklands. He had no sooner yelled "Moncklands" than a girl passenger ran to the car door and took a flying shunt into a snow bank on the side of the track. The act was noticed and when the train stopped an engine was run back. They met the girl walking up the track. She was pretty badly cut up but still conscious of the fact she wanted to get off at Moncklands. It seems she had not travelled before and thought that was the regular way to stop.

**27/03/1897 Ottawa Citizen Winchester Smiths Falls**

The Smiths Falls News says that the C.P.R. company are now collecting material for the erection of a large tea shed at Smiths Falls. The shed will probably be about 200x70 feet, and will be used for the storage of train loads of tea arriving there over their line from Vancouver, B.C. The tea will then be distributed from this point to all points of Eastern Canada and the United States.

**08/12/1897    The Record, Chesterville    Winchester    Chesterville**

Owing to the large amount of travel the CPR authorities have found it advisable to erect another tank at this station and a large number of men are busily engaged in laying the pipe to the tank. When it is completed they will have a tank at each end of the station and will often avoid delay with the freight trains at this station.

**29/09/1898    The Record, Chesterville    Winchester**

Advertisement of a great excursion to Kingston on Tuesday Oct. 18 on the occasion of the consecration of the Most Reverend C.H. Gauthier DD. From stations between Dalhousie Mills and Merrickville.

**27/10/1899    Renfrew Mercury    Winchester    Smiths Falls**

The old coal chutes at the C.P.R. are being torn down and new ones erected nearer the round house. A lot of expensive improvements are being made about the C.P.R. yards here. - Smiths Falls News.

**18/05/1900    Renfrew Mercury    Winchester    Smiths Falls**

Work has been commenced on the foundation of the new C.P.R. offices. The new building is to be of wood, 40x60 feet, two storeys high and very ornate in appearance. It will be heated by steam from the engine house direct, and will be well ventilated, and lighted by electricity. On the ground floor there will be the telegraph office, trainmaster's offices, bridge and master builder's office and a conductor's room. Upstairs there will be the dispatchers' room, the chief dispatchers' office, the superintendent's offices and the divisional engineer's office. It will cost \$5,000 and will be ready for use in July. At the old tea shed there will be another platform, where all the trans-shipping will be done. It will be 500 feet long. The yard here will be enlarged by the addition of six new tracks, all south or west of any track at present in the yard. One track will be run on the outside of the new freight shed, that is, between the freight shed and Herbert street, close along the edge of Herbert street, and will be a great accommodation for freight handlers. It will be 880 feet long, and freight cars can be loaded or unloaded anywhere along it directly to or from the cars. In fact this can be done from both sides of the cars if Herbert street is graded six to eight feet wider to run right up to the new track. Among the six new tracks there is to be one to a machinery platform, where machinery will be loaded and unloaded. On the new track west of the freight shed, which will be known as the business track, there will be a large derrick erected for the handling of heavy freight. The appropriation for all this will be \$16,000. - Smiths Falls Record.

**22/03/1901    Eastern Ontario Review    Winchester    St. Polycarpe**

Accident at St. Polycarpe.

The Toronto express on the C.P.R. ran into an open switch at St. Polycarpe on Wednesday night. The train left the track and the engine fell over on Engineer Lumsden, of Smiths Falls. He was seriously injured. No passengers were dangerously hurt although all were badly bruised. Engineer Lumsden has since died.

**02/05/1901    The Record, Chesterville    Winchester    De Beaujeu**

The CPR has consented to pay the family of George Lumsden of Smiths Falls, the engineer, who died as a result of an accident to the Montreal express, on March 15, at St. Polycarpe, the sum of \$3,000 divided as follows: The widow \$500, eldest child \$600, second child \$850, youngest child \$1,050.

**03/05/1901    Eastern Ontario Review    Winchester    St. Polycarpe**

Will pay \$3,000

The C.P.R. has consented to pay the family of George Lumsden, of Smiths Falls, the engineer who died as a result of an accident on the Montreal express of which he was engineer, on March 15th, at St. Polycarpe, the sum of \$3,000 divided as follows. The widow \$500, eldest child 600, second child \$350, youngest child \$1,050.

**15/08/1901    The Record, Chesterville    Winchester    Winchester**

A CPR surveyor was in Winchester last week laying out the line for a spur from the railway to Messrs. Eager and Sanderson's roller mill. The spur will be extended from the end of the Y in as direct a line as possible to a point east of the mill near Clarence Street where it will curve and run along the north side of the mill.

**15/08/1901    The Record, Chesterville    Winchester    Finch**

The CPR Harvest Excursion to Manitoba Thursday and the expectation of high wages enticed a large crowd of muscular young men to take Horace Greeley's advice and go west. Among those who went were E. Hutt, W.D. McNaughton, D.J. McNaughton, W.Ault, J. McDermid, J. McRae and several others from stations along the O&NY.

**16/05/1902    The Record, Chesterville    Winchester    Smiths Falls**

The crook that broke into Smiths Falls station Thursday afternoon certainly did not lack for nerve. In broad daylight, between the hours of 4 and 5 in the afternoon, the screen before the ticket window was pried off. This gave entrance to the till from which \$45 in change and bills was removed. A passenger seated in the ladies waiting room close by, heard the robber at work, but supposing him to be a workman, paid no attention. The slick visitor timed his visit well as there was a lull in business following the departure of the trains for Ottawa and Montreal. Nevertheless employees and others were passing to and fro in full view of the ticket window in the general waiting room where the crook secured entrance to the cash box. He left an old pocket knife behind him, and it was with this instrument he evidently did his work. The affair is being investigated.

**18/09/1902    The Record, Chesterville    Winchester    Winchester**

CPR foreman brains Italian navvy.

One man dead and two seriously injured is the result of a fight which took place about two miles from Winchester on Saturday Sept. 6.

A gang of Italians were working on the main line of the CPR under the direction of Supt. A. Hart of Winchester. Some of the Italians had a grievance against Mr. Hart and in an altercation which took place they attacked him with daggers. Mr. Hart picked up a spade with which he hit one of the Italians over the head, making a fearful gash, and seriously injured another. He then made his escape but not before he had received a number of serious wounds. The wounded Italians were taken to Montreal Sat. night where one of them died. The other is not expected to live.

Also reported in the Ottawa Journal of 10 September 1902.

**02/10/1903    Eastern Ontario Review    Winchester    Smiths Falls**

The Canadian Pacific Railway are extending their yard in Smiths Falls as large again and are also making other improvements.

**29/02/1904    Ottawa Journal    Winchester    Smiths Falls**

Derailement to a colonist car. See accident file.

**23/11/1905    Chesterville Record    Winchester    Smiths Falls**

Joseph St. Denis, of Carleton Place, a Canadian Pacific engineer was accidentally killed about nine o'clock Tuesday in the railway yard at Smiths Falls. It appears that in taking a switch the locomotive which St. Denis was driving jumped the track and went crosswise of it. The engineer was caught between it and the tender and crushed to death. The deceased had been in the employ of the CPR for about twelve years and was highly regarded. The cause of the accident is being investigated.

**08/02/1906** *Ottawa Journal* *Winchester* *Smiths Falls*

Frost and Wood plant destroyed by fire.

**12/07/1906** *Chesterville Record* *Winchester* *Finch*

A train containing 60 new cattle cars, just out of the shops, passed through Finch, westbound, last Saturday evening.

**27/02/1907** *Renfrew Mercury* *Winchester* *Kemptville*

A gang of men is at work putting additions to the C.P.R. bridge near Kemptville necessary for the double tracking which is to be built between Smiths Falls and Montreal this summer.

**07/03/1907** *Chesterville Record* *Winchester* *Mountain*

Wreck at Mountain. There is already a good record of this in the accident reports. Details not taken - two long accounts.

**19/04/1907** *Renfrew Mercury* *Winchester* *Smiths Falls*

The C.P.R. is to build an addition to their round-house at Smith's Falls. It is 508 feet around the curve at the back and 308 feet across the front. It will have 22 stalls for engines. The present one has 13, and the two combined will hold 35. At one end of the round-house a new machine shop, 40x90 feet will be built and alongside this there will be offices.

**13/06/1907** *Chesterville Record* *Winchester*

McKay and Wilford, railroad contractors are busy working at the contract they have of double tracking the CPR from Finch to Mountain Station. Of late the weather has somewhat interfered with their operations.

**13/09/1907** *Eastern Ontario Review* *Winchester* *Mountain*

Smiths Falls Aug 30 - An Assyrian workman named Herbert Salome, was terribly injured at Mountain Station. He fell from a gravel car just as it was starting and the bank along the track being just high at that point he rolled back on the rails. The car passed over him fearfully mutilating the lower part of his body. He was brought to Smiths Falls hospital at once where Drs. Connery and Hogan attended him. His right leg had to be amputated at the thigh and his left one just below the knee, His eye was also injured, He is resting comfortably, and bids fair to make a good recovery.

**29/11/1907** *Eastern Ontario Review* *Winchester* *Chesterville*

Chesterville - the C.P.R. has had a very large gang of men here all summer working on the double track and one cannot fail to notice the crowds on the streets in the evening.

**09/04/1908** *Chesterville Record* *Winchester* *Smiths Falls*

Among the proposed extensions which the CP company have under consideration for Smiths Falls is the enlargement of the yard at an expenditure of about \$60,000, the construction of many additional tracks and the erection of a car shop and a large stores building. This work, it is understood, will be carried out this summer.

The new CPR coaling plant which has been in course of erection here for some months, was completed last week. It contains the most modern appliances for handling coal and is considered the best on the whole CPR system. A new coal dump has also recently been put in and this, at present, contains 50,000 tons. The chute is a massive looking structure seventy feet high and is in the form of two towers connected with a bridge overhead. In each tower are two "pockets" and a big dial on the front of each registers the quantity of coal taken out each time so the engineer has only to pull down a big spout and he knows exactly how much he has in his tender.

**07/05/1908** *Chesterville Record* *Winchester* *Winchester*

Two Italians working on the CPR construction were seriously and probably fatally injured at Winchester one night last week. About one hundred navies were returning to Chesterville on a string of nine hand-cars. They had gone but a short distance when the front car jumped the rails. Two of the men fell on the track and three cars passed over them.

**23/07/1908** *Chesterville Record* *Winchester* *Kemptville*

The new CPR double track between Smiths Falls and Kemptville was put in operation Monday. By the middle of August it is expected the line to Finch will be in use.

**25/09/1908** *Eastern Ontario Review* *Winchester* *Finch*

Hugh McGuire, a C.P.R. brakeman at Finch, fell between two cars and was seriously injured.

**09/07/1909** *Eastern Ontario Review* *Winchester* *Winchester*

Mr. Duncan McKercher of Winchester was fined 50 dollars for leaving his gates at the C.P.R. crossing open. The information was laid by the C.P.R.

**26/08/1909** *Chesterville Record* *Winchester*

The first of the CPR harvest excursions from the east has arrived at Winnipeg, taking in four thousand harvest hands. There was an agreeable absence of the disorderly disturbance that marked these excursions through Ontario in recent years. This was owing to a new arrangement, the rear car on the train being occupied by special service officers and was used as a temporary jail. All disturbers of the peace were promptly arrested, handcuffed and placed in the temporary cells. After half a dozen were in the cells is served as a wholesome warning to the others.

**13/01/1910** *Chesterville Record* *Winchester*

The CPR double track between Smiths Falls and Montreal is now in general use. Parts of the system were used by freight trains during the summer but commencing on Wednesday last the passengers began using the double line, and now the whole system of double tracking between Smiths Falls and Montreal is in operation.

**04/02/1910** *Eastern Ontario Review* *Winchester*

The C.P.R. double track between Smith's Falls and Montreal is now in general use. Parts of the system are (sic) used by freight trains during the summer but commencing on Wednesday the passengers began using the double tracking between Smith's Falls and Montreal and it is now in operation.

**09/03/1910** *Ottawa Journal* *Winchester* *Smiths Falls*

Smiths Falls. It has been rumored for some time that the C.P.R. train 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 here. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory which hitherto had only been the line between Smiths Falls and Montreal. The new order will go into effect on March 14th.

## FREIGHT CAR DELAYS TRAFFIC

Slight Derailment In Smith's Falls Yards Yesterday.

A slight accident occurred at Smith's Falls C.P.R. yards yesterday holding up traffic for several hours. A freight car on the C.P.R. was derailed by a broken flange. The ties were badly shattered for a distance of some two hundred feet and much grain was strewn along the scene of the accident.

The Toronto express which left the Union Depot at 11 o'clock last night was held up several hours until the tracks were cleared. Nobody was injured.

13/10/1911

*Eastern Ontario Review**Winchester**Winchester*

## Accident at Winchester

Mr. and Mrs. James Crobar, of Winchester were driving into Winchester when their horse took fright at a paper on the street and ran away. It ran nearly half a mile to the C.P.R. track and then the maddened animal plunged between two cars of a passing freight breaking its legs. It reared back and then lunged forward again, landing between the last car and the van. Up to this time Mr. and Mrs. Crobar managed to keep in the buggy but in the horse's last mad plunge the shafts were broken and the vehicle was turned over and they were thrown out clear of the track, which probably saved their lives. The horse had to be shot,

02/05/1912

*Chesterville Record**Winchester**Finch*

The CPR are negotiating the sale of a gravel pit from Mr. H. McMillan.

18/01/1913

*Ottawa Journal**Winchester**Smiths Falls*

The C.P.R. coal dump was destroyed by fire at 7 o'clock last evening and a large quantity of coal was consumed.

The loss will necessitate the C.P.R. loading their engines by hand until a temporary structure is built.

07/02/1913

*Eastern Ontario Review**Winchester**Smiths Falls*

## Spectacular Fire at Smith's Falls

The fire that destroyed the upper part of the C.P.R. coal chute last Friday night was one of the most spectacular ever seen in Smith's Falls says the News. This coal chute is built about seventy-five feet above the ground, and is made of immense timbers and had a wooden covering. The fire is supposed to have been caused by a defective electric wire, and there being much oil and grease about the place the fire spread rapidly and made a big blaze that could be seen for miles and illuminated the whole C.P.R. premises. The C.P.R. hose was attached to the hydrant at the station but the pressure was not sufficient to throw a stream high enough to reach the fire and it was not until the steam engine got to work that the blaze was put out. The loss is estimated at something over \$2,000.

28/10/1913

*Rideau Record**Winchester**Smiths Falls*

For some months it has been known that the C.P.R. has been planning big improvements and extensions of its plant here. The two chief features of the programme are a subway on Chamber street to cost about \$100,000 and a large extension of its yards in the east end. Of late it has bought a good deal of land for the latter proposition and negotiations are under way through Mr. J.E Burns the real estate broker for many other properties. The record understands that the company has options on \$35,000 worth of land in addition to what has already been bought. Before some of the properties can be acquired that are necessary for the new subway it may be necessary to take expropriation proceedings. That is all that is holding back the awarding of the contract.

13/01/1914

*Rideau Record**Winchester**Smiths Falls*

## Runaway Engine

A runaway engine caused great excitement for a while in the CPR yards Sunday afternoon. In some way the engine got started at the roundhouse and under a full head of steam dashed down the track.

The tracks were clear and the engine rushed away gaining at every yard. When it came to the east yard over half a mile from the roundhouse a switch happened to be turned and the engine tore into a siding and hit the line of empties standing there. The first three were totally wrecked but the engine was stopped in its mad career.

The wrecking crew were called out and had to spend most of the night clearing up.

15/01/1914

*Rideau Record**Winchester**Smiths Falls*

## Cat In Car

The CPR does not carry very much freight for nothing but it carried a cat all the way from Nova Scotia this week and no bill of lading could be found for it. A wholesale grocery firm in town received a carload of goods from Nova Scotia yesterday that had been nine days on the road and when the car door was opened a handsome big cat was found inside. Notwithstanding the intense cold of the past few days and that it had been nine days without anything to eat or drink it was in fairly good condition. It was taken to the warehouse and is now living on cream and crackers.

03/02/1914

*Rideau Record**Winchester**Smiths Falls*

## A Man and a Boy

Last Friday noon the C.P.R. station was the scene of a little excitement, when a boy from Ottawa who was in charge of Mr. John Keane Children's Aid Officer, escaped from custody. It appears that the lad had been an inmate of the St. Johns's Industrial School at East Toronto, and had run away from that institution on two different occasions. This time he was being returned to the school. As the officer and boy were about to board the train the lad while the officer was completing the ascent on the other. Crawling under a freight train he completed the discomfiture of the officer, who could not follow a thirteen-year-old lad through devious paths uncertain. C.P.R. constable McCormick assisted in searching for the fugitive, and the town constables also got after him but he was a slippery customer and got a clean get away.

19/02/1914

*Rideau Record**Winchester**Mountain*

## The Late Robert Grant

There is very general regret in town because of the death of engineer Robert Grant who was killed in the C.P.R. wreck near Mountain on Tuesday. He lived here for many years and was known as the jolly good-natured Scotchman. He had been 34 years with the C.P.R. and would have retired soon on a pension. A year or two ago he moved to Montreal and to his house there his body taken but will be brought to Smiths Falls on the afternoon train for burial. Mrs. Grant and family have the deepest sympathy of their friends here.

26/02/1914

*Rideau Record**Winchester*

## Gone to Ottawa

It took three special trains to carry the delegation to Ottawa today that went to see the Government about making the St. Lawrence an ocean waterway and to urge upon it the necessity of granting aid to electric railways and the Hydro Electric commission. The delegation came from hundreds of places in Ontario, chiefly in Western Ontario, and numbered about one thousand. The three special trains went through Smiths Falls this morning at 3:30, 5:45 and 6:20 o'clock. Mayor Marsh and Mr. A.B. Scott, President of the Board of Trade, went from Smiths Falls.



## Another Blizzard

Weather conditions should be better now since March got another blizzard worked out of its system last night and today. It was not so violent a storm as the one that ushered in the month, but it has affected railway traffic more than it did. The chief trouble on the C.P.R. is at Myrtle where a number of cuts are filled with snow and sand through which no train or snowplow could make its way. They had to be shoveled out and this has held up all trains from the west. Those due here at 4, 5 and 6 o'clock this morning did not reach here until this afternoon coming through at 1:30, 2 and 2:30. Owing chiefly to delayed connections at Newport, the train from the east due at 1:05 is over two hours late. All the locals got through pretty well on time.

24/03/1914 *Rideau Record*

Winchester

Smiths Falls

## Hand Cut Off

Harry Flowers, a workman at the C.P.R. shops was terribly injured on Friday. With other men, he was engaged in the work of repairing a car and had it raised on a jack which slipped and allowed the car to come down on his hands. Before he could be released the car had to be jacked up again. It was found then that his right hand had been completely severed at the wrist and his left hand badly smashed but an effort is being made to save the latter. He is in the Public Hospital.

31/03/1914 *Rideau Record*

Winchester

## Killed on The Track

A man named Oulless was killed on the C.P.R. track at Glen Norman Friday morning. He was standing at the crossing watching an eastbound freight train go by and when it passed he started to cross without seeing the morning express coming up on the other track. He walked right into the rushing locomotive and was instantly killed.

07/04/1914 *Rideau Record*

Winchester

Smiths Falls

## Thrown From Engine

Mr. David Glazier, one of the best known and oldest engineers on the C.P.R. was the victim of a peculiar accident on Saturday morning. He was running one of the shunting engines in the yard and was looking out of the cab window for signals when another shunter, which was following the one Glazier was running, came along and ran into the first engine with such force that the shock threw Glazier out of the cab window. He fell on a pile of rails and was picked up with his right leg broken and was otherwise badly shaken up. He was taken to the General Hospital.

09/04/1914 *Rideau Record*

Winchester

Smiths Falls

## O.R.C. Ball

The Order of Railway Conductors have right of way in social functions on Monday night with their ball in the town hall. Arrangements have been under way for some weeks and everything is now in readiness. It is sure to be a pleasant affair.

09/04/1914 *Rideau Record*

Winchester

Smiths Falls

## Public Hospital

The Board of Directors desire to acknowledge with thanks the receipt of two hundred dollars being the annual grant from the C.P.R. towards maintenance.

28/04/1914 *Rideau Record*

Winchester

Smiths Falls

## The C.P. Vic's

At a well attended meeting Saturday evening in Clark's block, the football enthusiasts of the mechanical and car department of the C.P.P. organized a Football Club, and christened it the Canadian Pacific Victorias (C.P. Vic's) The following officers were elected.

President - D. W. Watson

Vice " - L. E. Bradley

Sec. Treasurer - Wm. G. Watson

Captain - Robert Henderson

Sub-Captain - Jas. Johnston

Managing Committee - Jas. Grant (Chairman), D. W. Stevenson Line men - John Reid, C. E. Watson.

Playing colors for the club have not been decided on, but it is expected that they will come to some understanding at their next meeting.

The committees of the different clubs should make some move now towards forming a town league, as football is a good clean sport and should get good support in Smiths Falls.

28/04/1914 *Rideau Record*

Winchester

Smiths Falls

## New Trains

Two new daily trains between Montreal and Winnipeg were put on by the C.P.R. yesterday, making two fast daily trains each way between the east and the west.

05/05/1914 *Rideau Record*

Winchester

Smiths Falls

## Town Council Meeting excerpts

"Moved by Mr. Gould seconded by Mr. Ridewood that the application of Mr. Forbes C.P.R. engineer for approval of plan regarding the laying of 6 inch water pipe on McCann street for the purpose of fire protection to the C.P.R. property be referred to town engineer."

19/05/1914 *Rideau Record*

Winchester

Smiths Falls

## Council Meeting Excerpts

Mr. Ridewood asked if anything had been done by the committee appointed to confer with the C. P. R. relative to the draining of the Atironto ditch. He thought it would be a good idea for the Council to go in with the C. P. R. in the matter of drainage. Atironto had not even got a sewer let alone water and they had been paying who had all the facilities. That part of the town should get some consideration.

Mr. Gould said he didn't think Atironto had been neglected purposely by any Council. They had been waiting on the C. P. R. to see what layout they would make so that the work would not have to be done twice. When that was done and the new subway built then they could consider the improvements for Atironto and do the work as it should be done.

Mr. Boyd didn't see how they were going to pump the water out of the subway.

Mr. Gould said the C. P. R. had undertaken to pump and keep the road dry in the subway and it was up to them to do it.

Mr. Davidson said the whole thing in a nutshell was that the C. P. R. wanted Council to accept a plan of pumping the water into the town sewer and the committee would not accept of it. He would like the authority of the Council as to how far they could go in the matter.

Moved by Mr. Gould seconded by Reeve Peatson that the application of the C. P. R. for the installation of a water pipe on McCann street for fire protection purposes be accepted.

## A Happy Crowd

No happier crowd has ever been at the C. P. R. station in Smiths Falls than the salvation Army men and women who were here last Thursday morning en route to England. There were 150 of them and they traveled by special train. They stopped here 15 minutes and many of them were on the platform and in the restaurant. They were all in high spirits at the prospect of the trip and the happy holiday ahead of them. Many of them returning to the old homes in England for the first time since they had come away. They had been planning the journey for months and looking forward to it with great pleasure. Their train swept them away from here amid the waving of hats and the calls for a safe voyage. That night at 2 o'clock the ship on which they had taken passage was sunk in the St. Lawrence and nearly all the happy crowd were drowned. Commissioner Rees, his wife and children were all lost. It was one of the saddest things of the very sad disaster.

## Lost on the Empress

Among those lost on the Empress of Ireland, were Mr. F. Hamilton, who was ticket agent for the C. P. R. at Smiths Falls for about a month at the time of the strike, and Miss Annie Swindlehurst whose home was here a few years ago. Both were employed on the Empress.

01/09/1916 *Eastern Ontario Review*

Winchester

Apple Hill

## Accident at Apple Hill

A through freight train ran into the way freight on the Main C.P.R. line at Apple Hill on Wednesday during a heavy fog. It is reported that three persons were killed and both trains badly wrecked. An engineer, fireman and a clerk on one of the trains are reported missing.

29/12/1916 *Eastern Ontario Review*

Winchester

St. Polycarpe

## Serious accident at Saint Polycarpe.

Montreal December 27 - five men were killed and seven injured this evening in a rear end collision when the C.P.R. Toronto train for Montreal ran into the local train from Cornwall at St. Polycarpe. The local train was standing at the time and the switch had been turned, which automatically turn the semaphore signal some distance down the track. At the time of the accident there was a heavy fog with sleet, and it is supposed that the engineer of the train from Toronto either failed to see the signals or misread them.

## The killed and injured set out in detail

The accident occurred at about 6:40 at St. Polycarpe Junction some two miles from St. Polycarpe about 40 miles west of Montreal. The local train from St. Polycarpe was stopped when the train from the west came along. It is stated that the signals were set and the semaphore apparently turned but for some unknown reason the Toronto train continued on its way, crashing into the rear of the standing train and smashing several of the rear cars.

## Car smashed to Pieces.

Fortunately there were few passengers in the cars at the rear of the train, which kept the list of dead and injured down. The standing train was badly damaged, several of the cars being smashed to pieces, while many of the passengers had narrow escapes. The dead and injured passengers were immediately taken care of, physicians being sent from nearby places, while a relief train was sent as soon as possible from Montreal.

Little damage was done to the track, and the wreckage was cleared within a few hours. The train from Toronto was practically undamaged, the passengers only received a severe shock. As soon as the track was cleared the train from Toronto proceeded on its way, bringing with it the bodies of the dead and injured passengers and employees.

Details as to the identity of the dead and injured were hard to obtain and may be subject to correction owing to the fact that the accident took place several miles from a station, why the exigencies of railway work made it impossible to secure an official list of the casualties. The last reports received were that the train from Toronto was due to reach Montreal shortly before three o'clock and every possible arrangement had been made by the C.P.R. company to look after the injured and take care of the bodies of the dead.

12/07/1917 *Chesterville Record*

Winchester

Apple Hill

The unusual occurrence of a birth on a passenger train happened yesterday morning on the early train to Montreal. At Apple Hill the train was stopped and the medical man of the place hunted up and brought to the train and taken to Montreal, where an ambulance met the mother and babe and took them to hospital.

19/09/1918 *Chesterville Record*

Winchester

Chesterville

The CPR in the process of widening all the cuts on this division intend, when removing the earth from the cut just west of the village to build up the lawn from the west end of the station out to Main Street. This will make a decided improvement in the appearance of the surroundings and the first impression given visitors will be a pleasurable one.

So much is the business at the CPR station increasing that work is in progress for putting in an additional long siding on the south side of the main line from the freight shed east. The Maple Leaf Condensery has also applied for another siding to their factory to facilitate the loading and unloading of their cars.

26/09/1918 *Chesterville Record*

Winchester

Bedell

The CPR is about to commence the erection of a new station at Kempton. It is to be built on the corner opposite to the former location of the Deegan House.

19/12/1918 *Chesterville Record*

Winchester

Chesterville

A peculiar fire happened in the station yards yesterday morning about five o'clock, when all the wood work in the cab of engine No. 24 was destroyed. For the last couple of weeks the engine, which was on a work train, has been laid up here at night in charge of a watchman while the crew has slept at the hotel. Yesterday morning apparently after the watchman had put in the first fire to get the engine ready for the road, he must have left a hot poker where it set the wood work afire after he had left the engine as he was unable to account for it.

16/01/1919 *Chesterville Record*

Winchester

Chesterville

A practical joker tied up the CPR at Chesterville on Friday evening, about the time the season's first big storm was raging. Some one, whose identity is not revealed, announced at the station that Tom Valley had been run over down at the bridge. Of course every one was off like a shot to see if anything could be done for Tom. An engine was quickly cut off a train in the yard and sent east to render assistance and find out the circumstances of the accident. When the party reached the pump house, they were surprised to find the genial Tom sitting comfortably reading the paper. The joker had not taken time to announce that Tom was under the bridge when the train passed over him.

07/02/1919 *Arnprior Watchman*

Winchester

Smiths Falls

Mr. G.T. Martin, Smiths Falls architect, has been commissioned by the C.P.R. to prepare plans for the erection of a new ice house, 50x150 feet, in Smiths Falls. The building is to be rushed to completion in time to be filled with ice this season.

At 12:45 Monday morning the train bearing His Royal Highness the Prince of Wales arrived at the Smiths Falls CPR depot and after a stop of one hour to change engines and replenish the store of ice and water, continued on its way to Toronto via the Lake Shore Line. Notwithstanding the lateness of the hour a large crowd had assembled at the station in the hope of catching a glimpse of the heir to the British throne. They were not disappointed in this, as he not only stepped from the train but addressed a few words to them from the platform of his car "Killarney". Engine number 2225, flying two flags upon its buffer beam, upon which was inscribed the Royal coat of arms, drew the special train. When it came to a stand the big crowd pressed about the last coach "Killarney" in which they knew His Royal Highness was travelling. There was little hope that they would have an opportunity of seeing him as it was presumed that he would have retired. It appears however that the Prince had left instructions with his attendants to inform him of his arrival in the province of Ontario and upon being appraised that his train was standing at the first CPR divisional point in the banner province, he arose and descended to the station platform amidst tremendous cheers from the loyal people who thronged about him. He lit a cigarette and for ten minutes paced up and down the platform, accompanied by an attendant, smiling and shaking hands in a charmingly informal manner with the eager people who pressed about him in their endeavour to give him assurances of their attachment to his royal father and himself. More. At 1.45 his train moved out of the station.

06/11/1919 *Chesterville Record* *Winchester* *Chesterville*

Quite a number of people gathered at the station on Sunday evening at eight o'clock on the chance that the Prince of Wales' train would stop and they would get a look at our future King but there was nothing doing.

20/02/1920 *Eastern Ontario Review* *Winchester*

C.P.R. will improve Eastern Ont. Divisions  
 Brockville Feb 11:- The C.P.R. contemplates the expenditure this year of a considerable sum on its Brockville, Chalk River and Winchester subdivisions, chiefly in the laying of rock ballast and in relaying steel. A drainage system is to be installed in Smiths Falls yard and improvements made to the yards and shops including a new roof on the roundhouse which will cost about \$25,000. There is also to be a new station and turntable at Carleton Place

05/05/1921 *Chesterville Record* *Winchester* *Chesterville*

Sunday morning shortly after midnight a train consisting of eighteen express cars passed through this point loaded with booze, getting away from the new Quebec liquor law which went into force on May 1st. The shipment was unloaded at Smiths Falls where it is kept guarded by a special squad of Express Co's constables.

08/11/1922 *Ottawa Journal* *Winchester* *Smiths Falls*

**CONDUCTOR IS KILLED WHEN CAR DERAILED**

William Barnett Loses His Life in Smiths Falls Yard

SMITHS FALLS. Nov 8

William Barnett of Havelock a C.P.R. conductor, met with instant death in the west yard here today through the derailment of the van of his train. The rear end of his train was struck by the locomotive of another train running slowly, and shoved a short distance ahead. When the slack came back the van was derailed and sent down an embankment. Conductor Barnett had just stepped into the van, thinking all danger over, when the van left the track and rolled down the hill. The ill-fated man leaves a wife and family at Havelock.

14/06/1923 *Chesterville Record* *Winchester* *Chesterville*

The CPR has made considerable change at the station by the removal of the freight shed from the site it has occupied since the road was built to a new site on the north side of the tracks east almost to the stock pens. The convenience of the public does not seem to have entered into consideration when the removal was planned.

08/11/1928 *Ottawa Citizen* *Winchester* *Chesterville*

Chesterville man killed instantly  
 Angus Price hit by giant locomotive despite foreman's brave effort to save him.  
 Chesterville. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying on the Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.  
 Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lomond, section foreman, bravely attempted to hurl the man from the tracks but could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O.C. Rabb. Coroner Dr. McLaughlin of Chesterville and Dr. A.B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle and his whole body was badly injured. An inquest will be held Saturday afternoon at 1.30. Funeral arrangements have not been made.

13/11/1928 *Ottawa Citizen* *Winchester* *Chesterville*

Chesterville. Attach no blame for the death of Section Hand  
 The inquest into the death of Angus Price C.P.R. section man, who was killed on the C.P.R. tracks at 8.30 a.m. on Thursday, November 8, by engine No. 3100, on a westbound freight running between Montreal and Smiths Falls, was conducted by Coroner P. McLaughlin of Winchester, at the town hall here today. The jury selected were: F. McCloskey, foreman; M. Shaver, Geo. Barckley, Wesley Hamilton, Andrew Wilson, Isaac Garrow, W.H. Casselman, Jas Masterton, Wesley Fulton, Geo. Hunt, and James McAvoy, M. Marcellus.  
 Following is the verdict rendered by the jury: "We, your jurors, empanelled for the purpose of hearing the evidence and making a finding as to the cause of the death of the late Angus Price of Chesterville, submit as our verdict the following: That the late Angus Price came to his death while performing his regular duties as a section hand on the Canadian Pacific Railway tracks just east of the station at Chesterville, Ontario, about 8.30 a.m. on Thursday, November 8, 1928. That the evidence submitted indicates that every possible warning was given by the train crew and that the emergency brakes were applied at the first indication of danger and that they were one hundred per cent efficient; that everything that could have been done to save him was done by his fellow section men: that your jurors attach no blame to anyone: that there is nothing in the evidence to satisfactorily explain why the late Angus Price should not have heeded the warnings given him.  
 The funeral of the late Mr. Price was held on Friday afternoon at the United church, Chesterville, and was largely attended. The pastor, Rev. R.E. Newman, was assisted by Rev. Mr. Orak and Rev. B. Roberts. The choir was under the direction of organist, Mr. P.G. Hewitt, Mrs. George Merkley rendering a solo. Interment was made in the Maple Ridge cemetery.

## Derailment Cause of Delaying Train

## Freight Cars off Tracks East of Apple Hill Station

Two cars of the C.P.R freight train No. 3603 eastbound from Smiths Falls to Montreal were derailed east of Apple Hill station this morning. The derailment occurred one mile east of the Apple Hill station, 60 miles west of Montreal at 9.15 o'clock.

No one was injured in the derailment, the cause of which had not, shortly before noon, been ascertained. The cars left the track but remained in an upright position upon the roadbed. It was stated by C.P.R. officials that upon the arrival of auxiliaries from Smiths Falls, which were expected about noon, the track would be cleared in short order.

Train No.19 leaving Montreal at 9.45 a.m. for Chicago was rerouted via Ottawa. The Smiths Falls local, shortly before noon was being delayed by the obstructed track but was awaiting its clearance before proceeding.

No damage was sustained by the cars which left the track. These were loaded with wheat and were bound for Montreal.

04/02/1929 *Chronicle-Telegraph Quebec* Winchester

Smiths Falls

## Young Brakeman Meets With Fatal Accident

Smith's Falls Ont. Feb.4 Lloyd Maxwell, 21 year old brakeman for the Canadian Pacific Railway was fatally injured in the local yards Saturday night when he fell before the wheels of a freight car. The young man apparently slipped when he leaped from his perch on the car to turn a switch. The front truck of the car passed over his body.

02/04/1930 *Ottawa Citizen*

Winchester

Smiths Falls

## Man is killed as train strikes rig

Believe victim to be George Condie of Rosedale, Near Smiths Falls

Terribly cut and mangled, a man believed to be George Condie, of Rosedale, four miles from Smiths Falls, was killed about 12.15 this afternoon when he was struck by a fast Montreal-Toronto train at a crossing a few miles south of Smiths Falls. The body of the unfortunate man was found on the cow-catcher of the C.P.R. engine when it entered Smiths Falls at 12.20 o'clock this afternoon.

Bits of harness and the flesh of a horse also upon the cow-catcher of the engine made it apparent that the man had been driving over a crossing when the speeding train struck him. Coroner Dr. C.L.B. Stammers was called immediately and the body was removed to a local undertaking parlor. An inquest will be held probably this evening, it was stated.

27/08/1930 *Ottawa Citizen*

Winchester

Chesterville

## Chesterville Man Instantly Killed By Train

Gerald Cairns, 25, Overtaken on Bridge While on Way Home from Dance Early This Morning.

Gerald Cairns, 25 son of John P. Cairns, of Chesterville, was killed Instantly about 4.30a.m. this morning, when he was struck on the bridge over the Nation river, two miles east of Chesterville. by a Westbound C.P.R. freight train. The young man had been attending a dance in the village last night, and early this morning was walking home along the tracks. He was seen by the engineer of the freight train when the train was within a few feet of the bridge, who was unable to bring it to a stop until young Cairns had been struck and thrown some 50 feet west of the bridge. He suffered a fractured skull, broken right arm and right leg, and abrasions of various natures. and when seen by Dr. H. Casselman of Chesterville shortly afterwards was pronounced to have been killed Instantly.

The accident was reported to Dr. P. McLaughlin, coroner of Winchester, who decided that an inquest would be held later in the week. An interesting feature of the accident is that the deceased had apparently removed his hat and shoes, and appeared to be dozing on the track at the time he was struck.

He is survived by his parents and several brothers and sisters. The body was identified by Alex. McMillan of Chesterville. who was the brakeman on the train which struck him. The remainder of the train crew were from Montreal.

16/10/1937 *Ottawa Citizen*

Winchester

Apple Hill

Apple Hill in Glengarry county, was once known as "Glen Munro" and was almost definitely named "Kennedy," in fact it was once unofficially entered in the records by the latter name and only the modesty of a man in himself and pride in his product changed it.

When the short line of the C.P.R. was projected through Glengarry in the eighties the late Alexander Kennedy, a well-to-do farmer situated five miles north of Martintown, conceived it to be a matter of great community benefit could the railway depot be established in the vicinity of his farm. He consequently offered the railway company a right of way across his property on this condition and the company in turn gave him the opportunity and privilege of naming it. People were already calling the place "Glen Munro" and "Munro's Mills" because of the presence of so many farmers of that name in the vicinity: the C.P.R. were tentatively referring to it as "Kennedy" but the fine old pioneer was prouder of the fruit atop the sun-kissed elevation on his farm than he was of his name. Thus it was that Mr. Kennedy submitted "Apple Hill" and that's what it is today, it was euphonious and full of meaning and was promptly accepted by the nomenclature board of the C.P.R. It's a fascinating little village: the depot, homes and schools are definitely above the average.

26/02/1938 *Ottawa Citizen*

Winchester

Chesterville

## Railway honours Chesterville boy for his alertness.

On Thursday morning of this week, one of Chesterville's 12-year-old citizens, in the person of Eric "Dickie" Fyke, son of Mr. and Mrs. Wm. Fyke, was pleasantly surprised when W.C. Beck, divisional superintendent, and John R. Caswell, divisional engineer of the Canadian Pacific Railway at Smiths Falls, made a special trip to Chesterville to extend and to present to him a tangible token of the company's feelings towards an alert Boy Scout.

"Dickie" was on his way home from school at noon on January 19th last taking a short cut across the tracks near the rink, when his progress was blocked by a passing eastbound freight train. As the engine passed over the switch, "Dickie" heard what he described as "a sound like a rifle shot." After the train had passed he investigated and found a broken switch which he immediately reported to Bob Ouder Kirk, sectionman.

Repairs were promptly made and the incident reported to the officials who, after investigation, made the award of a ten-dollar bill to "Dickie," who is a member of the 1st Chesterville Troop of Boy Scouts.

The ceremony took place at the Public school. R.C. Dillabough, principal, called all the pupils together and introduced the visitors who made the presentation to Eric, and who also called Irwin Stata, 11-year-old son of Mr. and Mrs. Ross Strata, who was with Eric, to the front and took his name saying he too would likely receive recognition.

12/09/1939 *Ottawa Journal*

Winchester

Chesterville

## Main line blocked by derailment

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

12/09/1939 *Ottawa Journal*

Winchester

Chesterville

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Three dead, six injured.

Fast moving freight jumps tracks, plows into passenger train

Inkerman, 40 Miles South of Ottawa, Scene of Worst Railway Disaster in District in Years. Two Smiths Falls Railwaymen and South Mountain Section

Foreman Killed While Six Other Men Injured. Freight Cars Fled High in Mass of Wreckage. Some War Materials Carried in Cars Are Damaged.

Three railwaymen were killed and six other men injured early last night in a spectacular collision between a freight train and a passenger train on the C.P.R. line at Inkerman, Ont., 40 miles south of Ottawa. It was the worst railway disaster to occur in the district in many years.

Engine Bowled Over.

Widespread destruction was caused when the fast-travelling C.P.R. freight train jumped the tracks and crashed into the passenger train engine knocking it over on its side right into the Inkerman station doorway. Upwards of 20 freight cars left the tracks and piled up in a huge mass of wreckage, thirty feet high at places. Some war materials were included in the articles earned in the freight cars and were badly damaged.

The Dead are:

F. Plate, engineer, Smiths Falls

W. Plunkett, fireman, Smiths Falls.

W. Maxwell, section foreman, South Mountain.

The Injured.

E. Tennett, station agent, Inkerman, a patient in the Civic Hospital, suffering from painful burns; H. Guppy, conductor on the passenger train, Smiths Falls, head injuries; H. Slack, mail clerk, Smiths Falls two broken ribs; Asa Hants, section hand and mailman, Inkerman, injured back; C. Riley, trainman on the passenger train, Perth, head injuries; D. MacDonald, transient, Montreal, head and left leg injuries.

Crushed to Death.

Two members of the passenger train crew. Engineer Fred Plate and Fireman Wallace Plunkett were crushed and scalded to death in their engine cabin.

William Maxwell of South Mountain, C.P.R. section foreman, who was in the Inkerman station when the engine turned over on its side in the station doorway, died at 1.15 am. today in the Civic Hospital. He was badly scalded by steam escaping from the engine.

Civic Hospital authorities said that the condition of Edward Pennett, Inkerman station agent, who was in the station with Mr. Maxwell, as serious, but not critical. He suffered severe scalds to his face and hands, and was cut about the right arm,

The freight train was an extra travelling from Smiths Falls to Montreal while the passenger train, known as the Perth local, was on its way from Montreal to Perth and Smiths Falls. There were about 25 persons on the passenger train, most of them from the Perth and Smiths Falls district. The passengers suffered from the terrific shock but escaped uninjured.

Broken Axle Blamed.

A broken axle is believed to have been responsible for the accident. Railway officials announced that full investigation will be conducted immediately to determine the cause of the derailment. The bodies of the two dead railwaymen were extricated from the wreckage and taken to the Lorne Atmstrong funeral home at South Mountain where Dr. T. A. Hamilton of Brinston, district coroner, opened an inquest today.

Making Scheduled Stop.

The passenger train was about to make its scheduled stop at the Inkerman station at 7.30 p.m., D.S.T., and was pulling slowly into the station when it was struck by the speeding freight train. About half of the freight train of 66 cars had already passed the station when a journal broke on one of the cars. The freight car broke loose from the front part of the train and jumped the tracks into the westbound passenger train.

The engine of the passenger train, which was directly opposite the station at the time, received the full force of the blow. It was turned over on its side, the smoke stack poking through the main station door. Dense clouds of steam from the engine boiler as it burst filled the station and enveloped the station master and section foreman who were both inside. They were able to make an exit through a window at the rear. They suffered painful burns and were later taken to the Ottawa Civic Hospital.

Smashed Like Matchwood.

Hurling freight cars telescoped into the car which left the track and piled into a huge heap of wreckage 30 feet high. Some of the box cars splintered like matchwood while others were thrown against the station, freight sheds and storehouses. Most of the cars piled up into the storehouses on the south side of track, opposite the station, and twelve tons of grain which was stored in the granary was scattered in all directions.

Tracks Torn 300 Feet.

Railway tracks were torn over 300 feet and in several instances the massive train wheels were twisted by the force of the impact. It will be at least another day before the right-of-way is cleared and the track replaced. Meanwhile, passenger trains from Montreal to Smiths Falls will be routed via Ottawa and Bedell, it was announced last night.

Auxiliary trains were ordered from Montreal and Smiths Falls and Superintendent W. C. Beck, Smiths Falls, was in charge of the wrecking crew.

Only the engine and tender of the passenger train left the track but the baggage car was partly demolished. A relief engine was sent to the scene and the undamaged passenger cars were taken to Winchester. The passengers were later taken by automobile to Mountain and continued their journey on a relief train.

The crew of the passenger train. No. 29, en route from Montreal to Perth, was: Engineer F. Plato, Smiths Falls; fireman, W. Plunkett, Smiths Falls; conductor, H. Guppy, Smiths Falls; baggageman, T. Gorman, Perth; trainman, C. Riley, Perth; express messenger, F. O. Forrester, Perth; mail clerk, H. Slack, Smiths Falls.

The eastbound freight train, which was an extra, No. 2804, from Smiths Falls to Montreal, had as engineer, R. Allport; fireman, H. Code; conductor, E. Crate; trainman, H. Merkley, and in charge of the freight, S. Shook. All are of Smiths Falls. There were 66 freight cars in the train.

Dr. C. J. Locke, of Winchester, was on the scene shortly after the crash and assisted in giving first aid to the injured.

Heard the Crash.

Donald Burleigh, employed at the Suffel farm, which is situated about 200 yards from the spot where the accident occurred, heard the crash.

"It must have been about 7.30 (D.S.T.)." Mr. Burleigh told The Citizen. "There was a terrific crash. I rushed over to the station, but all I could see for a minute was dense clouds of steam and dust. As I got closer I saw that the engine of the local (the passenger train) had fallen on its side into the station.

Badly Burned.

"Ed Pennett, the station caretaker, and Bill Maxwell, section boss, climbed from the back window of the station. They were pretty badly burned from the steam which filled the station, but were able to get out unaided. Wood from the smashed cars was all over the place. It sure was a mess."

Thrown to Ground.

The mail clerk, H. Slack, was standing in the open door of the mail car on the passenger train which had almost come to a stop. The force of the impact threw him to the ground, where he was showered with debris. He was taken to the home of C. Van Allen at Inkerman and treated by Dr. J. Logan, Smiths Falls. C.P.R. doctor, where it was found that he was suffering from two broken ribs.

A Montreal salesman, H. Covens, who was at Mountain when he heard of the crash, drove the postmaster, Mr. Van Allen, to the scene. They removed the mail from the baggage car and took it to Mountain station. Mr. Covens also drove Mr. Slack to Inkerman.

The front part of the freight train which continued on down the track after the latter part of the train broke away, was able to proceed on its way with the cars that did not leave the track. Crew members who were on the caboose at the rear of the train had a narrow escape. Although their car did not jump the track along with the other freight cars ahead, they were thrown about the inside of the caboose like dolls as the cars ahead rolled off the track, telescoped and splintered.

The foremost part of the freight train was brought to a halt by automatic brakes after the latter part broke away.

Among the Injured.

Three members of the crew of the passenger train were slightly injured. Conductor H. Guppy of Smiths Falls, was thrown against a seat, and suffered head injuries. Trainman C. Riley, of Perth, who was standing on the steps of one of the coaches ready to descend to the station platform when the train came to a halt, had a remarkable escape from serious injury. He was thrown violently to the platform and escaped with only a bruise on his left eye. H. Slack, also of Smiths Falls, a mail clerk, suffered two broken ribs when he was catapulted out of the baggage car door, landing on some of the mail sacks, which partially broke his

fail. Some of the debris, however, showered down upon him.

Asa Hanes, mail man and section man of Inkerman, suffered a painfully bruised back when stones struck him as they were thrown from beneath the grinding wheels, of the derailed freight train. Hanes was walking along the station platform when the crash took place and, warned by the flying stones as they hit his back, he ran from danger and escaped further injury.

One of the most fortunate men on the passenger train was 50-year-old Dan A. MacDonald, Montreal transient, who boarded the passenger train tender at Chesterville about 10 miles east of Inkerman station.

He was sitting on the tender when it was slammed by the rocketing freight cars. The tender rolled over on its side, and MacDonald was able to climb to safety over a shed near the station as the spurting steam shot out of the passenger engine boiler. He escaped with head bruises and a possible fracture of the left leg. Civic Hospital authorities stated this morning that the late Mr. Maxwell suffered severe scalds from the steam which enveloped him and Mr. Pennett in the railway station. Pennett, in addition to scalding, also suffered cuts to his arms. His condition is not considered critical.

George SufTel, Inkerman farmer who, with his father and mother, Mr. and Mrs. R. A. Suffel. and sisters, was milking in the barn just outside their farm home near the railroad station, said he saw the first part of the freight train pass the barn door, and then he noticed sparks flying from the rails.

"Immediately after, the freight cars began to pile up, one on top of the other, and they telescoped to a height of 30 feet after striking the passenger engine. Other cars struck our store houses in which were housed 12 tons of grain, and the passenger engine was forced off the tracks into the station.

"Dad and I and the hired man ran for the station and assisted Stationmaster Pennett and Section Foreman Maxwell, who were by then climbing out of windows. Pennett told me he was sitting at his desk going over the books when the engine struck the building.

"We. helped Mr. Pennett and Mr. Maxwell to the house, and then took the former to Dr. II. S. Gross and the latter to Dr. J. J. McKendry at Winchester for medical attention."

Mr. Suffel stated the passenger train was just pulling into the station to stop and unload milk cans and mail, when one of the cars about half-way along the freight train jumped the tracks near the crossing and the cars behind began to telescope on both the north and south tracks.

"One of the freight cars struck the passenger engine, while the front part of the freight train carried on down the track before being brought to a halt , by its automatic brakes."

Mr. and Mrs. R. A. Suffel did not see the actual crash between the two trains but saw the freight cars piling on top of each other.

R. A. Suffel stated it was one of the worst train accidents he had ever witnessed. He and his family did splendid work in aiding the quick transportation . of Mr. Pennett and Mr. Maxwell to doctors, and also did a Herculean effort on behalf of the passengers, who congregated in their home for a short time before being taken to Mountain by taxi, where a relief train carried them on to Smiths Falls.

Transient's Close Call.

Others who found warmth and comfort in the Suffel farm home after the crash was Dan A. MacDonald, 50-year-old transient of Montreal, who had a miraculous escape from death. MacDonald was riding on the tender of the passenger train just behind the engine in which Trainmen Plate and Plunkett lost their lives.

In an interview with The Citizen, MacDonald, who received bruises to the head, and a possible fracture of the left leg. stated he boarded tin tender at Chesterville which is about 10 miles from the Inkerman station, and was trying to get to Smiths Falls, where he hoped to get a job with the Hydro-Electric,

"I was sitting on the tender when it suddenly slammed up beside the freight train. It began to fall toward the station, and I heard the roar of steam from the passenger train boilers a short distance ahead. I was afraid of being scalded, and I was able to pull myself with some difficulty onto the top part of the tender as it lay on its side.

"As I climbed to safety over the shed near the station, I heard the boiler of the engine blowing something awful."

Asked by The Citizen if he had noticed the engineer or the fireman of the passenger train as he scrambled to safety, MacDonald said that he did not. He said he felt lucky to be alive after such a terrible impact.

MacDonald declared he was only in Chesterville for two hours before he boarded the train, and that he had spent the week-end in Oxford Mills with some friends. He received medical attention from doctors who were on the scene, and later was taken to Winchester, where he is being kept under observation.

More

*23/09/1941   Ottawa Citizen   Winchester   Smiths Falls*

Perth trainman's death accidental

Smiths Falls, Sept 23.

Cleveland Riley, 42-year-old Perth brakeman who was instantly killed in a railway mishap here a week ago came to his death as the result of an accident with no blame attached to any party, a coroner's jury decided at an inquest held here tonight with Coroner Dr. H.A. Whitcomb presiding.

There were no actual witnesses to the accident. Riley was employed as front end brakeman on eastbound freight train No. 902 which was being made up in the yard.

Engineer Joseph Andre, Smiths Falls,said the deceased had thrown a switch and then given the "highball" to proceed. He knew nothing of the accident until some moments later when a yard fireman told him of Riley's death.

Ralph Barker, yard fireman, said he saw Riled throw the switch and walk towards the locomotive. When it had passed he saw the man lying on the track and had shouted to other railroaders.

*08/03/1945   Ottawa Citizen   Winchester   Smiths Falls*

Smiths Falls man in critical condition.

Suffering multiple injuries which include a fractured leg, arm, jaw, crushed face and a probable fracture of a skull, condition of C.P.R, Constable Ernest Parker of Smiths Falls was described today as being critical by Civic hospital authorities. He is being attended by his physician, Dr. George Armstrong. He was admitted to hospital yesterday afternoon following an accident at the CPR station at Smiths Falls.

According to witnesses, Constable Parker was crushed between a heavy crate containing a live bull and the station wall when the crate slipped while being unloaded from a train. The crate was said to have toppled after being shifted, catching the man as he attempted to move out of the way.

Six Killed in Chesterville Car crash

Party Returning From Rodeo Hit District Persons Perish at Rail Crossing When Automobile Struck by Freight Train.

Six Ottawa district residents, four men and two women, were killed this morning at Chesterville railway crossing when the car in which they were returning to their homes from the rodeo at the Auditorium was struck by an eastbound freight train.

Inquest To Be Held

Town Constable Garnett McLean of Chesterville informed Coroner Dr. Thomas Hamilton of Brinston, Ont., and Ontario Provincial Police of the accident. An inquest is to be held. Harold Ouderkirk is the son of Mr. and Mrs. Wilson Ouderkirk of Berwick. He had been confined to a wheelchair, which was in the luggage truck of the car during his drive from Ottawa. It was smashed to pieces in the crash. Ouderkirk had, previously been a patient at the Ridrau Military Hospital, but due to the nature of his injuries was sent to Christie street hospital for treatment and a possible operation.

Was on Leave

Due to the death of his sister and the serious illness of his mother, had been transferred back to th Ottawa Civic Hospital, where he had been allowed a dally compassionate pass by the Department of Veterans' Affairs.

Mr. Beckstead is survived by on son, Cecil.

Those identified were:

Harold Beckstead, 52, farmer, Chesterville;

Herbert Irving, 50, farmer, Chesterville, whose wife resides at 598 Gilmour street.

Gwendolyn Irving, 20, Mr. Irving's daughter;

Omer Groulx, 25, Chesterville.

Earl Ouderkirk, 25, of Berwick.

Pauline Seguin, 20, Chesterville.

It was reported that an Essie Goulm, 16, who works on the farm of Wallace Myers, Chesterville, had been involved in the accident but it is believed she had been mistaken for Pauline Seguin. Another unidentified man was also reported as killed, and that a bankbook found on his person gave his name as Lalonde, of Verdun, Que.

Ouderkirk, a patient in the Civic Hospital as a result of shrapnel wounds he received in his back overseas, had been on leave at his home to attend the funeral of his sister, who was buried yesterday

Mr. Beckstead was driver of the car in which all were killed. Police believe that Mr. Beckstead was under the impression that the "wig-wag" railway warning sign which was in motion at the time of the accident was for a westbound freight train stopped at the Chesterville station to take on water, and he did not see the eastbound freight.

On impact the two girls and Mr. Irving were thrown clear of the automobile, which was dragged a quarter mile along the track carrying the bodies of Mr.

Beckstead, Harold Ouderkirk, and the yet unidentified man.

Visited Ottawa. The party had spent yesterday in Ottawa, and had gone to see the rodeo in the evening at the Ottawa Auditorium.

Mr. Irving had been employed as a sheet-metal worker at the Ottawa Car and Aircraft. In March of this year he was released from the Ottawa Car and had been working in Eastview.

Seventh Person Escaped Fatal Accident

Funeral Rites for Victims Arranged

CHESTERVILLE, Oct. 7.- (Staff) The investigation of the level crossing accident which cost the lives of six people here early Saturday morning revealed that a seventh person had been riding in the ill-fated automobile until a few minutes before the crash.

He was Amedee Marlon who resides about two miles west of this town. Mr. Marion who had accompanied the party to the rodeo in Ottawa alighted from the car outside his home and learned of the tragedy several hours later. He was a friend of one of the girls who met her death in the accident.

Thorough Probe

A thorough probe of the level crossing accident the worst in this district in several years was under taken immediately by CPR officials and the Ontario provincial police. Dr. T. A. Hamilton, Brinston, district coroner, investigated the circumstances of the tragedy and announced that no inquest would be held. The dead are: Howard Beckstead, 60, owner of the car, Chesterville: Herbert Irving, 50, 698 Gilmour street, Ottawa; his daughter, Gwendolyn Irving, 20, of Chesterville; Omer Groulx, 38, Chrsterville: Earl Ouderkrk, 25, Berwick; and Pauline Seguln, 20, Chesterville.

The funeral service for Howard Beckstead, 60, owner of the car, was held yesterday afternoon at 2 o'clock in the Grantley United church. Burial took place in Grantley cemetery.

Double Service

A double service for Mr. Irving and his daughter, Gwendolyn, will be held today at 2 o'clock at their residence in Chesterville. Burial will be in Maple Ridge cemetery.

Earl Ouderkrk, whose body is resting at the Brownlee funeral home in Finch, will be buried Tuesday afternoon in Berwick cemetery following a service in the United church at Berwick at 2 o'clock.

The body of Omer Groulx also of Chesterville, was taken on Saturday afternoon to Casselman where a service is being held this morning at 8.30 o'clock at the Quesnel undertaking parlors there. Burial will be made in the Roman Catholic cemetery at Casselman.

The remains of Pauline Seguln, also of Chesterville, are resting at the home of her uncle at Chesterville where the funeral service is being held at 10 o'clock this morning. Burial will be made in the Kemptville cemetery.

Hit by Freight.

Hit squarely in the side by the fast travelling freight train, the sedan was pushed by the locomotive a distance equal to the length of 45 boxcars before the train could be brought to a stop. Three of the bodies were thrown clear of the car on impact while the three others remained trapped in the debris. The twisted wreckage of the automobile scraped the side of another freight train which was stopped on the north track, hitting it with such force that several of the boxcars were uncoupled.

The party were returning to their homes after seeing the rodeo at the Auditorium in Ottawa. They reached the main CPR crossing in the town at 2.55 a.m. The owner, Mr. Beckstead, was believed to have been driving the car at the time. The wig-wag signal at the double-line crossing was in action. A westbound freight train was stopped 50 feet east of the crossing taking water. The driver evidently assumed that the presence of this train was activating the crossing signal, and proceeded to cross the tracks after slowing down. He failed to notice the approach of the east-bound freight, a through train travelling at a high rate of speed.

Only Witness.

The only witness of the crash was the engineer of the stationary train, C. J. Bigelow, of Smiths Falls. Mr. Bigelow told police that he saw the automobile reach the crossing, slow down, and drive right in front of the oncoming train.

C. Boland, of Smiths Falls, fireman on the east-bound train, was the first member of the crew to notice the automobile. Crossing the cab he yelled to engineer, L. McNayr, also of Smiths Falls who proceeded to apply the brakes. The 60-car freight train stopped nearly three-quarters of a mile east of the crossing.

Mr. Beckstead, Pauline Seguin and Mr. Groulx were thrown clear of the car and their lifeless bodies were found on the right of way.

The automobile was jammed on the front of the locomotive and considerable difficulty was experienced in extricating the bodies of the three other victims from the wreckage. It was nine a.m. before the front of the locomotive and tracks were cleared of debris.

Awakened by Noise.

Neighboring residents were awakened by the noise and word of the tragedy soon spread to the entire community, about 500 people gathered at the crossing. It took sometime before the number of victims could be ascertained and before the dead could be identified. Dr. H. W. Justus, of Chesterville, was called to the scene but all the six passengers had been killed out-right.

Town Constable Garnet McLean, who lives near the railway crossing, was one of the first to arrive at the scene of the crash. He was awakened by the terrific noise caused by the impact, and took charge pending the arrival of Provincial Constable Leslie Throop, of Morrisburg.

Police officers assisted members of the train crew in releasing the battered automobile from the front of the locomotive. The debris of the car was removed to the Hamilton garage here.

Earl Ouderkrk, a disabled war veteran, and an invalid, was sitting in the rear of the car and had his folding wheel chair with him. The wheel chair was thrown out of the car by the impact and was later found beside the tracks. Ouderkrk was a son of Mr. and Mrs. Wilson Ouderkrk of Berwick. He had previously been a patient at the Rideau Military Hospital, but because of the nature of his injuries was sent to Christie street hospital for treatment and a possible operation.

Changed Plans

Ouderkrk came to his parents' home at Berwick to attend the funeral of his sister, Mary, 18, last Wednesday. He returned to Ottawa on Friday, He had planned on returning to his home for the weekend in an ambulance but decided to make the trip in Mr. Beckstead's automobile. Mr. Beckstead was a friend of the invalid soldier. Ouderkrk's body was taken to the Brownlee funeral home at Finch.

Although a resident of Ottawa in recent years. Mr. Irving was widely known in the Chesterville district where he lived for several years. Born at Dundas, Ont. he was educated at Williamsburg. He was employed at the Nestle Food Company at Chesterville prior to coming to Ottawa to join the staff of the Ottawa Car and Aircraft Company. He was the father of Gwendolyn Irving, 20, who was also killed in the accident. Mr. Irving was coming to spend the week-end with his mother, Mrs. William Irving, who lives on a farm near here. The daughter, Gwendolyn, was employed at the farm of Howard Beckstead, one of the victims. Surviving in the Irving family, in addition to Mrs. Irving, are five daughters, Phyllis, Beulah, Audrey and Lila, all of Ottawa, and Mrs. Beatrice Belanger, of Brockville, and a son, Arnold, Chesterville.

Well Known Farmer

A well known Chesterville farmer, John Howard Beckstead had spent all his life in the district. His wife predeceased him. He is survived by a son, Cecil, at home; one sister, Mrs. Almira Wallace and three brothers, Arthur, Ross and Irvine.

Miss Pauline Seguin was a daughter of Mr. and Mrs. Philippe Seguin, of Oxford Mills. She had been living since childhood at the home of her uncle, Eugene Monast, a neighbor of Howard Beckstead. Besides her parents, she leaves 11 brothers and sisters, Jean-Louis, Bernard, Gisele, Fleurette, Suzanne, Reuben, Maurice, Rosaline, Nicole, Murielle and Lorraine.

Omer Groulx was a former resident of Casselman and was working on the farm of Eugene Monast. He was a son of Mr. and Mrs. Joseph Groulx, of Casselman. He was unmarried. The bodies of Mr. Irving and his daughter were taken to the Dixon funeral home here, while those of Mr. Beckstead, Omer Groulx and Pauline Seguin were removed to the Henderson funeral home of Chesterville.



Two men killed by train near Merrickville.

Struck by an eastbound CPR train this morning, Albert Martin and Ernest Janick of Merrickville, were instantly killed. The men, it was reported, had walked about a mile from the village along the tracks to visit trap lines. They were struck from the rear by the eastbound No.30 train in charge of Conductor H. Moulton and Engineer W.J. Wilson, both of Smiths Falls.

Train rerouted

A delayed train near Bedell was a contributory cause of the fatality, it was learned from Smiths Falls today.

Engine trouble delayed the train at Bedell and the east bound train was rerouted around the stalled train and sent out anog the west bound trackon which both Martin and Janick were walking.

The men, trappers, were on their way out to their traplines and evicently, did not hear the approaching train until it was too late.

05/01/1957 *Ottawa Citizen**Winchester**Smiths Falls*

May permit moving of CPR freights.

Smiths Falls. Picket lines of locomotive firemen were expected to yield today long enough to permit the transfer of two freight cars in the strike-bound Canadian Pacific Railway yards here to a track of the Canadian National Railways, a half a mile away.

The operation, probably unique in the three-day strike that has resulted in a nation-wide shut-down of the CPR, had the approval of the company and the railway union involved.

On the two cars was a shipment of materials needed by Ontario Hydro at Cornwall which had been tied up here in transit from Toronto when the strike started on Wednesday.

Included was a draft tube liner, in two sections of 11 tons each, which will be installed in a Cornwall powerhouse.

Striker in crew.

One of the striking firemen was to be in the cab of a yard engine which was to move the cars to an interchange track to be picked up by a CNR freight train.

Also in the special crew would be an engineer, a foreman and two yardmen.

The CNR was scheduled to take the cars to Cornwall via Napanee tonight.

Roy Allport, chairman of Local 391 of the Brotherhood of Locomotive Engineers here, had charge of the movement on behalf of the brotherhoods.

Mr. Allport was permitted to cross firemen's picket lines Friday morning to discuss the arrangement with A.W. Harris, superintendent of the CPR Smiths Falls Division.

Need Not Urgent.

An Ontario Hydro official at Cornwall told The Citizen yesterday that the huge steel liner was not urgently needed but its arrival would be welcomed at the project where its installation was being awaited.

Concreting and turbine-erecting crews at the site were not being held up by the delay in shipment of the liner at the present time, he said, but indicated any prolonged delay would interfere with work progress.

He said the equipment had been ordered from English Electric at Toronto.

Moving the heavy cylinder from Smiths Falls by trucks would involve serious hazards. A road would have to be built across the CPR yards here. It was considered possible that the trucks, once loaded and on their way by road, might encounter bridges that would not hold the load.

The liner is nearly 14 feet high and almost 24 feet at its widest.

Accompanied by a photo with the following caption:

There was a good possibility that striking railway union men would relent long enough today to permit this vital seaway equipment to be moved from Smiths Falls to the St. Lawrence. If this is done, the two cars shown would be the only CPR freight cars turning wheels in Canada. The 22-ton draft tube liner, in two sections, were destined for the Ontario Hydro powerhouse at Cornwall. CPR crews would move the cars a half-mile from Smiths Falls to CNR lines.

25/07/1957 *Ottawa Citizen**Winchester**Merrickville*

Man killed when auto rams train.

Smiths Falls - A Toronto man died, his companion was critically injured and an alert head-end brakeman averted a possible second serious accident in a train-car crash at Merrickville, 12 miles east of Smiths Falls at 7.25 this morning.

Dead is George Eddy, 61, of 818 Ossington Avenue, Toronto who died in a Lannin Ambulance en route from Merrickville to St. Francis Hospital in Smiths Falls. Critically injured is Lawrence Steele, 40, of Mountain Grove Village, 50 miles west of Smiths Falls on Highway 7. Mr. Steele suffering severe head and chest injuries was transferred to Ottawa Civic Hospital from St. Francis.

The accident occurred on a gravelled level crossing over double tracks just east of the Merrickville station. It was the first fatality here in 50 years although there is no wig-wag signal.

Mr. Steele is believed to have been driving the 1953 model station-wagon when the accident happened.

He apparently tried desperately to brake it but the vehicle crashed into the side of the west-bound freight. It spun around after the impact and came to rest upright, partly on the eastern set of tracks.

Head-end brakeman Richard Drew of Smiths Falls, aboard the west bound train involved in the crash, leaped from the train and raced up the tracks to flag down approaching east bound CPR passenger train No. 24.

It ground to a stop only a few feet from where the wrecked station wagon straddled the rails.

First on the scene was George Pitschke, 45, who was enroute to Smiths Falls with a load of milk. He saw the freight stop, an unusual occurrence, and investigated. "I saw only one man and he was bleeding. All I could do was get a doctor called," he said.

Dr. A.M. Barr of Merrickville was summoned and ordered dead and injured removed to hospital.

Engineer John Deegan and conductor George Baxter, both of Smiths Falls, were in charge of the west bound freight. Conductor Jack Dawson and Engineer Harry Beckett, also of Smiths Falls, handled the east bound passenger.

Merrickville Constable Mathew Hayes investigated.

From Bruce Chapman CPR #2462 was on train 24.

14/01/1960 *Ottawa Citizen**Winchester**Smiths Falls*

3 train robbers at large.

Smiths Falls - Police are still searching for the piggy-back train robber and his two accomplices who robbed an express truck on the Montreal-Toronto CPR express train of furs valued at thousands of dollars.

The three made off into the woods near the Ontario Hospital School Wednesday after being spotted by CPR police when they tossed the furs from the train as it drew to a stop at a crossing near the station.

Some \$3,000 worth of furs have been recovered where they were abandoned by the thieves, CPR officials said, pending a check up, they could not fix the value of the goods stolen.

Tossed out cases.

One of the men boarded the train while it was being made up in Montreal. As the train stopped he tossed off five suitcases filled with valuable furs and other clothing to two accomplices who were waiting on the highway.

Police have been searching for the three since that time but as yet no arrests have been made and CPR investigators said this morning there were no further developments.

03/07/1962

Ottawa Citizen

Winchester

Green Valley

Three teenagers were killed when their car struck a CPR freight train and was dragged half a mile early Sunday morning at Green valley four miles south of Alexandria.

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Ontario Provincial Police said the car was second in line waiting for a west-bound freight train to pass the crossing. After it passed, the car swung out from behind the first car and smashed into the side of a second freight travelling east.

There is wig-wag signal at the crossing, but the youths apparently thought it was working because of the westbound freight.

09/04/1963

Ottawa Journal

Winchester

Smiths Falls

SMITHS FALLS (Staff) -Veteran Canadian Pacific Railwayman - many of them now on retirement, wept openly unashamed here Sunday as they gazed upon the last two steam locomotives to be built by the company in 1949.

The locomotives - both oil burners used by the CPR in the mountains of Western Canada -stopped over in Smiths Falls enroute to the Canadian Railway Historical Association's Museum in Delson, Que.

The engines, 5468 and 5935, came-east from Edmonton and Winnipeg. Hundreds of local residents couldn't resist the opportunity to get perhaps their last look at a steam locomotive as they made the journey to the CPR's freight shed to view the old "iron horses."

For many of the children, who were allowed to get in the cabs of the engines, it was their first glimpse of a real steam engine.

The 5935 was the last steam engine to be built by the CPR. On hand to outline the history of the engines for the spectators were John Frayne, Al Barr, Dave Nickerson, Herb McEwan, all Ottawa members of the CRHA.

21/02/1966

Ottawa Citizen

Winchester

Train bumps car on track

CORNWALL (Special) Four men said they thought they were on Highway 43 when their car went 200 feet up a Canadian Pacific Railway track near here Sunday evening.

A police constable noticed the car, got the quartet away from the tracks and waved a flare in time to slow down an 87-car freight train.

The train bumped the front of the car, causing \$250 damage to it. Police charged the car driver, Leo Belanger, 60, of RR 1, Cornwall, with impaired driving.

Belanger and his passengers Lawrence MacDonald, 40, of 440 Marlborough St. North, Patrick M. Lafave, about 42, of 9 Marlborough St. South and Maurice Leger, 59, of 503 Fourth St East - escaped injury.

Ice fishing

They travelled west on Highway 43 and turned right onto the CPR tracks just east of Monkland, about 15 miles north of Cornwall.

The car stalled after travelling 200 feet, and two got out, leaving Belanger and the fourth in the car. The pair began pushing from the front.

Constable J. O. Robinson of the Lancaster Provincial Police detachment, coming from an accident in nearby Maxville, noticed the car and men on the track.

The constable parked his cruiser and ran over. The men told him their car had stalled and they wanted to push it off the road.

Freight comes

Constable Robinson was telling them they were actually on the tracks when the Montreal-bound CPR freight approached.

He helped Belanger and his companion out of the car. The quartet ran for safety. Constable Robinson raced to his cruiser and grabbed a flare which he waved at the train.

The engineer saw it in time to slow down. Constable Robinson said the engineer probably would never have seen the car with the two men blocking the headlights while trying to push the vehicle.

The train sustained \$20 damage and was delayed 40 minutes. While it was stopped, a Cornwall driver noticed its light, slammed on his brakes and struck a guide post and part of the gate at the crossing.

Police said Glen Martel, 26, of 331 Clark St. was westbound on Highway 43. His car skidded on slippery pavement and sustained \$600 damage.

He and two passengers escaped injury. Police said they left the gates open while the track was cleared in order to avoid a traffic tieup.

Investigation of both accidents was by Constable William J. Atchison of Long Sault detachment.

13/05/1967

Ottawa Journal

Winchester

Avonmore

Caption to a photo.

Rail Lines Blocked

Railroad workers have cleared and rebuilt blocked railroad tracks near Avonmore, 25 miles north of Cornwall. Tracks were blocked Thursday when 18 cars of a freight train carrying grain and oil were derailed when one of the boxcars lost a wheel.

12/10/1968

Ottawa Journal

Winchester

Smiths Falls Rail Welding

The finished product 1,440-foot lengths of tracks roll off the assembly line onto a string of 30 flatcars and into their "pigeon-holes" for transportation. Trains of 30 flatcars are leaving Smiths Falls regularly regularly now.

SMITHS FALLS The familiar clickety - clack of train wheels a sound that lulled many a railroad passenger to sleep will soon be just a memory.

A Canadian Pacific Railway crew from Winnipeg has moved into Smiths Falls and is now producing and shipping from here an entirely, new process of railway tracks in which the conventional 39-foot track lengths are welded into a single piece of track 1,440 feet long.

The company's new welding railway plant will mean a substantial difference in the ride on trains in the future-like a car when it comes off a gravel road onto a paved highway.

Forty strings of the 1,440 foot rails are now leaving Smiths Falls regularly on trains comprising 30 flatcars. These kind of track will eventually replace all the CPR's old tracks.

It takes an hour and 48 minutes for one string to roll off the assembly line, and when in full production the plant will turn out 5.6 track miles or 11.2 miles of rail per week.

The "portable" plant is made up of four diesel units that have been stripped of all their original equipment. The long-range plan of producing the tracks is being headed here by M. S. Wakely, assistant assistant engineer of tracks and G. I. Pollock, superintendent of the plant.

The process works this way: unit one is the polishing car. Conventional rails are brought in and polished to insure proper welding contact.

Unit two is the welder and stripper. The rails are welded and butted together under 60 tons of pressure. Surplus metal goes to the stripper within 20 seconds to maintain the contour of the rail.

Unit three is where the grinding and inspection takes place. Here the rail goes into a grinder to make sure the base and edge of the rail are in proper contour.

The new extra - long rails are pushed out onto trains made up of 30 flatcars, in lengths of 1,440 feet.

The flatcars are designed to hold the rails loosely in what are known as pigeonholes so that the train can move freely around curves.

Three feet of the track is lost in the welding process.

The fourth unit is a power car which produces all the power for the entire operation.

Glen Pollock, plant superintendent, explained that allowance for winter-to-summer expansion is provided for by a 36-foot rail installed between each 1440-foot one.

## Emergency Halt Hurts Two on Train

SMITHS FALLS (Staff) Two Canadian Pacific railway employees were injured early Sunday when their 64-car freight train was forced to make an emergency stop two miles east of Winchester and 42 miles east of Smiths Falls.

Conductor Gerald Mayhew and brakeman C. A. O'Callaghan of Smiths Falls were injured when the caboose of the train number 949 westbound from Montreal to Smiths Falls came to a jolting stop.

Mayhew was treated at Winchester Hospital for broken ribs and later transferred to Ottawa Civic while O'Callaghan was treated for knee injuries at Winchester. There was derailment of the train although emergency crews were called to the scene to repair the caboose wheels. It is not known what caused the train to make the emergency stop.

12/02/1973 *Ottawa Citizen*

Winchester

Smiths Falls

No injuries reported in 12-car derailment near Smiths Falls SMITHS FALLS (Special) Equipment failure is blamed for the derailment near here Sunday night of 12 cars of a 97-car freight train.

There were no injuries in the 6.15 p.m. accident, which occurred on Canadian Pacific tracks about 2.5 miles east of here.

The cars which left the tracks were in the centre of the CP train, bound for Smiths Falls from Montreal.

They were loaded with metals and paper products, much of which was scattered across the tracks.

A CP spokesman said some mechanical failure - such as a cracked wheel caused the accident

21/01/1974 *Ottawa Journal*

Winchester

Bedell

Two battered diesels sit in rubble and bowled-over saplings 200 yards from track

(CP-Staff Photo) 37-car pile-up near Kemptville

rains moving again after derailment

KEMPTVILLE (Special) Service on CP Rail's main line between Montreal and Smiths Falls was restored Sunday following a 37 car pile-up between two freight trains late Friday. No one was injured in the wreck which was believed to be caused by a broken axle on a box car of regular west bound freight train number 903.

The crew, all Smiths Falls men, escaped injury. They were engineers G. E. Moore and H. B. Halpenney and conductors Len Agnew and Mike Andre.

The pile-up occurred near Bell Crossing near here. Giant CP railway cranes had cleared the double section of track by 1.30 p.m. Sunday.

Mail cars were piled 40 feet high along the double track after a box car on the west bound freight train jumped the tracks and slammed into the side of the diesel of an east bound "extra." Both trains were of about one hundred cars.

One car which isolated from the others caught fire and burned itself out, police said. The diesel that was struck hurtled into a field two hundred yards from the track.

A half-mile of track was ripped up by the derailment. Most of the cars carried groceries, groceries, dry goods and auto parts.

21/01/1974 *Ottawa Citizen*

Winchester

Bedell

Instant siding skirts Kemptville derailment

CP rail crews worked weekend to get train service restored in the Kemptville area where a Friday night freight went off the rails. The crews built new track section around the wreckage, then started clearing the wreckage which was 30 feet high on some sections of the torn-up track. Steam cranes were brought in to lift damaged cars. No one was injured in the derailment. Damage was estimated at more than \$2.5 million. Service was restored Sunday.

Trains Rolling Again

KEMPTVILLE (Special)-Only 39 hours after the derailment here Friday night, CP Rail freight 904 crept through the wreckage of \$2.5 million worth of rolling stock.

Crews working around the clock in freezing temperatures since early Saturday had cleared a single track through the remains of 50 derailed cars.

The accident occurred at 11 p.m. Friday when cars from a 67-car westbound freight toppled into a six-car eastbound train on parallel tracks about one and a half miles south of here.

The engineer of the eastbound train, Fergie Moore, had just hit his brakes when the accident occurred.

"He saw a boxcar fly across the tracks in front of him," said Dick Bradley, who lives near the wreck site. "He told me that one went right over the diesel."

Mr. Moore and his fireman found themselves, only slightly scratched, under 50-feet of derailed cars, and had to crawl out a window and make their way to the surface.

"Most of the men were really shaken," said Mr. Bradley, whose home became a refuge for the train crews. "They couldn't believe they'd lived through it, especially when they got outside and saw how bad it was.

Two auxiliary cranes will remain on the scene of the wreck for the next week or so until the remains are completely removed.

CP Railway policemen said the trains were carrying mainly bulk cargoes.

They have been hard-pressed to keep spectators away from the tracks, covered with dill pickles, cotton, asbestos and tomatoes, where the repair crews are working.

It will probably take two weeks for the parallel lines to become operational again. Six switches were destroyed along with the several hundred yards of track, which adds to the estimated repair time.

21/06/1974 *Ottawa Citizen*

Winchester

Apple Hill

Cornwall. The derailment of a westbound Canadian Pacific freight train Thursday left 29 cars, including one containing a shipment of chlorine gas, scattered along the track.

The accident occurred just east of the village of Apple Hill, 20 miles northeast of here, about noon. The cause and extent of damage are still under investigation by CP authorities.

Canadian Industries Limited in Cornwall sent an emergency team to the scene to determine whether the tank car containing the chlorine gas was leaking or damaged.

The chlorine gas was being shipped by Standard Chemical of Beauharnois, Que.

Chemical producers across the province have a co-operative agency called the Transportation Emergency Assistance Plan, to help out in situations where there is a potential chemical hazard to people and the environment.

An emergency team from Beauharnois later rerailed the tank containing chlorine and sent it back to Standard Chemical where it will undergo further tests for any damage.

Approximately half of the derailed cars were empty while others contained coke and lumber.

A CP official said that while repairs were being carried out, trains from Montreal would be rerouted through Ottawa and Smiths Falls. It is expected that more than 400 feet of new track will be laid by 3 p.m. today.

The 117-car train left the track about 50 feet from a railway crossing where five CP workmen had been reconstructing the crossing.

The train, out of Montreal, was bound for Toronto with a stop in Smiths Falls.

02/11/1976

Ottawa Journal

Winchester

Monkland

CP derailment slashes highway.

CORNWALL (Special ) Heavy damage was reported after a train derailed Monday while travelling east through a Highway 43 crossing, at Monkland, about 15 miles north of here.

Half of the cars of a CP Rail freight train went off the track just as the train was entering the village. Some of the cars were empty at the time.

Workmen from Valleyfield and Apple Hill were brought in shortly after the crash to clean up. They were still clearing damaged equipment early this morning.

Meanwhile, traffic on Highway 43 was being diverted. Trains used alternate tracks.

About five of the freight cars lay spread across the highway with much of their cargo - paper and photographic material - strewn about the area.

About 10 feet of pavement on either side of the track was ripped up.

08/01/1977

Ottawa Journal

Winchester

Finch

14 CP Rail cars derailed

CORNWALL (Special) CP Rail officials say a broken axle caused Friday's 14-boxcar train derailment at, Finch, about 20 miles northwest of here.

One of the cars was a propane gas tank but it held and none of the gas leaked. The other cars were carrying fertilizer, soymeal, flower and furniture.

No one was injured in the mishap and CP officials said it will take "a couple of days" before an accurate assessment of damages is available.

Much of the damage was cleared up late Friday night when cranes were brought in from Montreal and Toronto.

Officials say it could take another few days before the main line is back in full operation because 400 feet of track was ripped up as well.

In the meantime a temporary track has been installed. This is the second derailment in the area in the past three months. A CP train with 21 freight cars derailed at Monkland, about 12 miles north of here, Nov. 1 ripping up track and pavement along Highway 43,

05/02/1977

Ottawa Journal

Winchester

Dalhousie Mills

25 miles from Cornwall:

Sulphuric acid spilled in 44-car derailment

Canadian Pacific Railways have begun mopping up large amounts of sulphuric acid and another chemical which spilled during a 44-car derailment on the Ontario-Quebec border at Dalhousie Mills, Quebec, 23 miles northeast of Cornwall.

Lancaster OPP said the chemicals represented no danger, as CP officials have been able to walk around the wreckage without taking special precautions.

Truckloads of sand are being dumped to absorb the chemicals. There were no injuries, although three men drinking in a hotel 25 feet from the railway track were surprised by a railway car which suddenly crashed into the hotel wall. Police said the derailment occurred at 8 p.m. Friday when an axle broke on a flat car carrying logs.

07/02/1977

Ottawa Journal

Winchester

Dalhousie Mills

Acid poisoning fears still real

CORNWALL (Special) Although Dalhousie Mills, Que., 25 miles east of here, has not been evacuated there are still fears in this community of 400 that the water supply may be contaminated by acid from a 40-car derailment Friday.

Two of the derailed cars carried sulphuric acid and more than 50,000 gallons spilled on the street Friday night and all day Saturday.

Experts from Canadian Industries Ltd., in Cornwall were called to the scene and spread caustic soda and sand to soak up the acid. The acid is being trucked away in special tanker trucks. Police also blocked off all roads leading to the area.

Most of the damage caused by the acid so far has been confined to a hotel close to the tracks. When the train derailed one of the cars slammed into a wall of the hotel.

As a result the frame of the hotel has been severely damaged and the balance of the building has been badly weakened. Some persons were in the hotel at the time but no one was injured.

A CP spokesman said Sunday the westbound track has been cleared and eastbound traffic will be accommodated by rerouting it on the westbound track through the Dalhousie station.

Passenger traffic has not been affected because no passenger trains use the line.

Work crews are continuing their efforts today to clean up wreckage caused by the derailment.

A nearby county road on the Ontario side of the border running from Highway 401 to Glen Robertson has been closed as a result of the spillage and Lancaster OPP expect it will take a number of days before it is reopened to traffic.

No damage figures are available. It is believed a broken axle on a flat car was the cause of the derailment. This is the third derailment in the Cornwall area since November and all the derailment has been blamed on broken axles. In November last year 14 cars of a 21-car freight train ran off the track at Monkland, about 10 miles north of here. Last month another freight train ran off the track at Finch about 20 miles northwest of here.

There were no injuries in those derailments either.

11/10/1977

Ottawa Citizen

Winchester

Monkland

Heat detectors could have averted crash. (with aerial photo)

Heat detectors to be installed next month might have prevented Saturday's 43-car derailment near Cornwall, Canadian Pacific officials said Monday.

A CP spokesman said a broken axle on one of the freight train's 111 boxcars was responsible for Saturday's pile-up on the Montreal-Toronto main line at Monkland.

Three hundred feet of track were 'torn up as boxcars crashed into each other and one was thrown in the air. All but 18 of the cars were empty and no one was injured.

An official at the scene who examined the axle said it apparently broke after overheating.

"The roller bearings run hot at times and they sometimes break."

"We're installing six new hot-box detectors between Montreal and Smiths Falls," said the official, who asked not to be named. The sensing devices would definitely detect an overheating axle, he said.

Last November, 22 cars of a 44-car Toronto-bound CP freight train went off the tracks in the same area. No one was injured.

Gordon Lark, CP's chief train dispatcher in Smiths Falls, said Monday that CP decided last spring to install the detectors.

"But they had to order parts from the United States, so they won't be operational until about November," he said.

The derailment, shortly after 10 a.m. Saturday, left dozens of boxcars strewn on either side of the east and westbound tracks about 300 feet north of Monkland, a village of 150. It's 65 kilometres southeast of Ottawa, just above Cornwall.

CP Rail said freight cars littered across Highway 43 were cleared with bulldozers and cranes by work crews sent from Montreal and Toronto.

The highway was reopened by early afternoon.

Service was restored, but running slowly, on the eastward line early Monday morning. CP predicted the westward line would be usable by the end of today.

Of the 43 cars involved in the pileup, three were carrying powdered milk and one contained charcoal briquets, CP said. The rest were empty wheat boxcars.

Monkland resident Gudrun Sporring told a reporter she was at her front door checking the thermometer when she saw the train passing.

"All of a sudden I heard a grinding crash and one of the cars rose in the air and settled on top of the others. It looked just like a pile of matchboxes."

Another resident, Melvin Massis, was watching TV when his house started shaking.

"I looked out and I saw the front axle of the wheels on the car coming off," he recalled.

"The cars all started piling up, one on top of the other. One of them went up about 30 feet. It just seemed as if someone was lifting it up slowly."

The cost of the derailment will not be known for "a week to 10 days," said the CP spokesman.

An investigation of the accident will be conducted by safety officials from CP and the Canadian Transport Commission.

Train derails, damage more than \$100,000

MONKLAND (Special) Damage in the derailment of 45 boxcars from a 157-boxcar 157-boxcar 157-boxcar train Sunday has been estimated by officials to be well over \$100,000.

The derailment occurred in this village, about 13 miles north of Cornwall late in the morning. Eyewitnesses said it appears to have been caused by a wheel on a boxcar jumping the track.

There were no injuries but one close call was reported.

An Alexandria woman, Kathleen Joubere, was waiting in her car for the train to pass when it derailed causing over \$500 damage to her car. Stones hit and destroyed her windshield and scratched most of her car.

As a result of the derailment two highways through the village were blocked and traffic was rerouted by police. Highway 43 from Chesterville to Alexandria was closed about four hours while Hwy 138, leading to Hwy 417 was closed about one hour.

CP officials said the total damage was relatively light because most of the boxcars were empty at the time. They were being brought back to Smiths Falls, from Montreal at the time.

CN (sic) officials admitted their biggest problem now will be cleaning up the mess.

Work crews are expected to stay on the scene for the next two weeks with full traffic on this main rail line expected to resume Thursday. Workmen did manage to get the eastbound line re-opened Monday afternoon.

Soon to be Demolished Train Station Holds Memories

(BY Mrs Lawrence Shaw)

The wrecker's hammer is about to demolish an Apple Hill landmark which most of the younger generation today think of as just. "The old CPR. Station". It means a great deal more to me.

I was born in that station nearly 60 years ago and spent the first 25 years of my life there, until I married and moved to Cornwall. I still have nostalgic memories of those years which will remain with me until my dying day.

My father, the late Harold Mackie, more familiarly known as "Harry", spent over 42 years as agent and operator. He came to Apple Hill from Green Valley in 1913 and was there until his retirement in December 1953 at which time he moved to Martintown. Unfortunately he only lived two years after his retirement, until January 1956.

There have been many drastic changes over the intervening years. At one time that station was a bustling beehive of activity, serving not only Apple Hill and the surrounding area, but also, being the nearest depot for Martintown and surrounding area, people from a very broad area made use of its facilities.

As it was on the main Montreal-Toronto line, and in those days the modes of transportation not being what they are to-day, people from miles around used the trains for travelling as well as for shipping

milk, express and freight, and over the years I got to know many people very well, seeing and visiting with them while they were either waiting to board the train or sitting in the waiting room waiting for someone to come to pick them up to take them home, when they were arriving back from their trip.

#### EXPRESS

Back in the 20's and 30's there was a substantial amount of express and freight handled. There were carloads of bulk grain and bagged stock feeds arriving or being shipped almost every day except Sunday. Tons and tons of express were also loaded or unloaded every day. Two or three days a week, drovers would load stock cars with cattle or pigs. (I can still hear that mournful sound of the cattle bawling while waiting on the siding to be picked up by the freight train on a hot summer night).

In the early 20's hydro had not yet been installed, so the semaphores and platform lights were lit with coal oil and it was part of my father's duties to light them every evening and extinguish them in the morning. I can still see him climbing up the ladder to light the lamp in the semaphore.

In the waiting room, the office and the living quarters, we were a little more fortunate as we had gas lights which were cleaner and brighter. Sometime in the late 20's hydro went through and the station and platform lights were converted to electric. I remember vividly the thrill of coming home from school one afternoon and finding a new electric console radio in the living room, one of the first in Apple Hill It had been purchased at The Neighbourhood Store, operated by J. A. Dancause and Brothers.

#### MUCH EMPLOYMENT

During my time there and for some years later there were two track maintenance crews working out of Apple Hill. One from the station east to half way to Green Valley, and the other from the station west to half way to Monkland. Each crew would take turns looking after the lawns and flower beds around the station in the summer, and the clearing of the snow off the platforms in the winter. I can well remember my parents carrying pail after pail of water from the well to water the flower in the hot dry spells in the summer in order to keep them looking bright and fresh.

Sixty-three years ago this summer, a runaway freight rammed into a standing way freight train right in front of the station and a man in the supply car was burned to death as he was covered with coal oil

Several carloads of wheat were burned, but, thanks to the water from the tender on the steam locomotive, the station was saved. The engine would go up to the water tank at Monkland, load up with water, and then back all the way down to Apple Hill with the load of water in the tender and kept up this until the fire was under control.

#### CROSSING ACCIDENTS

There were also two terrible crossing accidents that happened during the time I was still living there. One of them was a fatal one in which two people and a team of horses were killed, the other one had no fatalities but the driver of the car was badly shaken up. Luckily I did not witness the accident but the aftermath was a gory sight, something that I will never forget.

Back in the years when passenger and freight trains were running more frequently, what a thrill it was to get a friendly wave and the toot of the whistle from the trainmen whom I had got to know quite well, as I used to go to Avonmore High School every morning and come home every evening on the train.

When Christmas and New Years rolled around it was almost like a country fair, what with people coming and going. Parcels and turkeys being loaded and unloaded from the express car. Even the mail was handled at that time and the mailmen had to be there to load and unload the mail bags

destined for either Martintown or Apple Hill post offices, six days a week on both morning and evening trains. It was not unusual for people to go to Montreal just before the Christmas holidays and come back loaded down with parcels, probably as gifts for their friends and relations.

#### BOX CAR PULLMANS

In the early 30's, more commonly known as "The hungry 30s", when the big depression was on, it was not uncommon to see literally hundreds of transients 'riding the rods' as we used to term it. They would be riding in empty box cars, coal cars, gondolas, and even on the roof of the box cars. If the train would have to stop to pick up or drop off some cars on the siding the transients would get off to scrounge for a bite to eat or some old clothes or maybe just even a pinch of tea. We were never afraid of them, there was not much violence in those days.

One thing, they were never allowed to sleep in the waiting room or even loiter around the station. Most of them were given a night's lodging at Lalonde's Hotel just across the road from the station and the

cost was usually borne by the village. I well remember helping my mother prepare food for them and they were ever so thankful for the handout.

Every summer brought in extra gangs who lived in boarding cars shunted into a little-used siding. Their job was to replace ties, rails, switches, and any mayor track repairs. There were welders, carpenters painters and other tradesmen to repair and refurbish the station and the living quarters as well. When they had finished in one place they would move on to the next to do much the same line of work.

The last major disaster to hit the area just before I left there was the big ice storm that hit between Christmas and New Years in 1942. That was a harrowing experience for my father, as well as the rest of us. All communications, both telegraph and telephone lines were down, hydro was off and all the trains had to be given clearance orders manually at nearly every station both day and night.

For more than two weeks, until the work crews got temporary lines installed, my father got very little sleep as the trains had to be kept a certain distance apart for fear of rear end collisions. The only good thing about it was that we had a good supply of coke, wood and coal in the freight shed to tie us over.

Yes like most of the other stations along the line between Montreal and Toronto, except the major terminals, the death knell has sounded. The time has come for the old C.P.R. station at Apple Hill to go, but to me, the years I lived in that station will be remembered as some of the best years of my life. When I reflect back on my girlhood days spent there. I cannot help but feel that part of me is being taken away when they take away the station.

O! Just to hear once more,

The click of the latch on the waiting room door,

It doesn't matter what the future will be,

It will always be 'HOME SWEET HOME' to me

12/07/1982

Ottawa Citizen

Winchester

Mountain

CP Train derailment near Mountain cuts Toronto-Montreal line for a day. (with picture)

MOUNTAIN, Ont. All freight traffic on the Toronto-Montreal rail corridor was paralysed for 30 hours on the weekend by a train derailment in this quiet Eastern Ontario town.

A Canadian Pacific railcar carrying wax plunged off the track and burst into flames while travelling 80 km/h about 7 a.m. Saturday.

The 24-car pile-up burned until early Sunday morning on the outskirts of Mountain, 50 kilometres southwest of Ottawa.

There were no injuries and damage to local property was minimal. CP spokesman said no cause has been determined. The derailment is under investigation.

Had the cars derailed seconds earlier, the crash could have destroyed the home of Arnold and Marion Johnston, who were sleeping at the time.

The train overturned only 20 metres from the Johnston home, leaving the yard and garden littered with boulders and pieces of metal.

A steel railway shack was thrown 30 metres, coming to rest 10 metres from the farmhouse.

Windows were cracked and dirt was thrown into the house. There was also minor damage to the farm on the other side of the tracks.

"Another couple of hundred feet and it would have taken off the north side of the house," said Marion Johnston.

The derailment cancelled the Johnstons' plans for Saturday. They were expecting a large turn-out of friends and relatives to help with a hay harvest.

The Johnston's son Steve, who was in the barn milking cows at the time of the accident, said: "You'd swear you were in a war."

He said the boxcars just continued to pile up in the midst of flame and flying debris.

The 81-car train was carrying grain, general merchandise and automotive parts, along with the flammable wax substance, from Toronto to Montreal.

There was no toxic material on the train, which was travelling at two-thirds of its freight capacity.

The derailed cars on the west-bound line were removed and 150 metres of track were replaced, restoring west-bound service Sunday morning. East-bound freight traffic remains at a standstill until further repairs and clearing are done.

Six firetrucks from the Mountain County, Kemptville, and the Winchester fire departments tried to control the fierce blaze throughout the day and most of the night

15/08/1984

Ottawa Citizen

Winchester

Chesterville

CHESTERVILLE Local rail traffic is being re-routed through Ottawa today while CPR workers clear away wreckage following a spectacular 25-car derailment in Chester -ville early yesterday morning.

Train No. 482, on a Vancouver to Montreal run, uncoupled 30 cars from the caboose at 2:20am as it entered the west end of the village. The 60-ton cars slammed into each other, sending up a shower of sparks 50 feet high.

The five-man crew on the freight train, which was carrying lumber and flour, were uninjured.

Stan Harris, superintendent for CP's Smiths Falls rail division, said yesterday that the derailment, just across from the arena, is under investigation and that the cause of the accident and the amount of damage have not been determined.

While onlookers gathered around the wreckage, which in one section looked like a broken accordion as six cars leaned up and over each other, a 20-man maintenance crew was joined by 40 workers from CPU's specialized wrecking crew to pull the cars from the tracks.

As the wreckage was lifted away, trucks backed up to pick up the strewn cargo.

The lines - both eastbound and westbound lines were blocked by the wreckage - were expected to be cleared today. Railway ties were scored and broken for more than a mile.

"I heard the train coming down the tracks, that noise you're used to, and then all of a sudden it didn't sound right," said Paul Monast, the first resident at the scene. "I jumped up and looked out and saw a pile going up and sparks going up in the air."

Monast, whose home is just across a field from the derailment site, met the crew coming up the track with flashlights.

When he saw the wreckage, he said, he couldn't believe it.

"You're so damned surprised, you don't know what to say or to do. You're kind of shocked."

John Van Bruinessen, Monast's neighbor, was also jolted out of bed by the crash.

"I knew something had happened," he said. "There was a big crash and a rumble and roar. We (he and Monast) took the truck down and when we saw a coupler on the ground I knew that it had separated."

Both men helped workmen pinpoint the worst areas of 'amage, including the Carl Smith crossing where the ties had been ripped out.

For other residents living along the tracks, seeing the wreckage answered the question of what they had heard during the night but had not given any more thought to.

"I was thinking the train was really, really loud last night," said Pauline White. "But I looked out the window and saw nothing and went back to bed. Then I got up at 8am and saw this.

"When I moved to a small town I thought I wouldn't have this kind of excitement."

Bob Delorme was taking a nap in his truck at Nutrite Fertilizer before starting his early morning shift when he heard "something like an earthquake".

"It sounded like a bunch' of tin- crumpling up and it went on for about five minutes," he said. "But I didn't pay much attention."

"I've been living here 38 years and I've never seen anything like this," said Harold Armstrong. "When I heard the noise last night I thought it was a truck going over the crossing."

"It's a hell of a mess," said CP truck driver Garnet Sands of Smiths Falls. "I've seen a lot of pictures of derailments but I wasn't expecting anything quite like this."

Derailement, toxic leak force 200 to flee. (with aerial photo and location map)

TRAIN SPLITTING: More than 200 people were forced from their homes Thursday when 30 cars of a CP Rail freight train overturned and a fire broke out 155 kilometres east of Ottawa. One car leaked hydrogen peroxide. No one was injured.

DALHOUSIE MILLS, Ont. In what is becoming an increasingly common event, a CP Rail freight train carrying dangerous chemicals derailed on the Ontario-Quebec border, 155 kilometres east of Ottawa, forcing more than 200 people from their homes for six hours.

The derailment occurred at 11:40 a.m. Twisted wreckage straddled the border between Dalhousie Mills, Ont. and Dalhousie, Que. This was the 161st train to jump the tracks this year in Canada the most in a single year since 1985.

No one was injured in the crash, which saw 36 cars at the back of the two-engine, 69-car train break away from the front and plow into each other over a 400-metre stretch of CP Rail's mainline.

Three of the cars were carrying chemicals. Two carrying alcohol remained upright, but one carrying 70-per-cent pure hydrogen peroxide tipped over and leaked the chemical through a broken top valve.

Four box cars caught fire during the wreck, but were put out quickly.

People in this small community reported hearing the sound of the crash more than two kilometres away.

CP officials at the scene said they weren't sure what caused the crash.

"We have to check the tracks, the axles and all the mechanical components before we can say anything about the cause," said CP spokesman Michel Spenard.

Area residents were thankful the derailment was not in a populated area.

"That would have been awful," said Colleen Dance, "but nobody is hurt so it's just more of an inconvenience".

In the past six years, trains have been jumping their tracks in steadily increasing numbers.

After a decade of decline due to improved safety measures, derailments fell to just 102 in 1990. But that number rose to 156 in 1995, and this year derailments are on a pace to hit more than 240. While derailments will have doubled, rail traffic has only gone up by about 10 per cent over the same period.

"We really don't know why it's quite perplexing," says Gary McLaughlin who monitors railway accidents as director of investigations for the Transportation Safety Board of Canada.

The board is especially concerned that the number of derailments with multi-car or dangerous goods on board has also gone up.

McLaughlin says the problems could be anything from a rash of bearing and wheel failures to broken rails.

Others say it's because railways are trying to get by with less money

"Travellers should equip themselves with a rosary and a St. Christopher's medal and pray," says Harry Gow of Transport 2000 Canada, a consumer group that follows transport issues.

"The federal government has kept cutting its funding of railways to the point where they can barely survive."

Gow says the elimination of railway freight subsidies and the reduction of funding to VIA Rail have a major impact on the Canadian freight industry

The cuts have resulted in staff reductions, while rail traffic has gone up.

Bob Ballantyne, director of the Railway Association of Canada, says spending on technology better protects safety than does spending on people.

Transport Canada met with the major rail companies recently to create new voluntary safety procedures.

CP Rail and CN Rail will start programs of more frequent track inspections, improved wheel and bearing checks and an extended flaw detection program.

Freight train slams into car killing driver

Car's sole occupant died at scene after failing to stop at level crossing

By Jake Rupert

Alfred Rochefort understandably didn't feel like talking much last night.

Mr. Rochefort, a Canadian Pacific freight train engineer, was driving a train from Smiths Falls to De Beaujeu, Que., just over the provincial border, yesterday morning when the unthinkable happened.

As he neared a level crossing over Highway 138 just north of Cornwall at about 10:20 a.m., Mr. Rochefort, 43, saw the warning lights go on and swing arm barriers come down.

However, this crossing would be different.

From Mr. Rochefort's left, police said a rented 2000 Pontiac Grand Am driven by an 84-year-old man crashed through the barrier and the train smashed directly into the car.

With the car crumpled in half and stuck on the lead engine of the train, Mr. Rochefort and his crew slammed on the brakes, bringing it to a stop about 500 metres down the track in the middle of the village of Monkland, about 15 kilometres north of Cornwall.

An air ambulance was dispatched, but the man was declared dead at the scene, and the helicopter was cancelled.

His body was transported to the Hotel Dieu Hospital in Cornwall, where an autopsy was scheduled to take place last night or early this morning.

Ontario Provincial Police were not releasing the man's identity, or even saying where he came from, last night.

As police were doing their work, Mr. Rochefort was at home in Smiths Falls dealing with what had happened.

"I really don't feel like talking about it right now," he said. "I'd rather try and relax."

After the man's body was cut out of the mangled car, police started their accident investigation. Their starting point was the southbound barrier lying on the side of Highway 138.

"Somehow that barrier came down," Senior Const. Hugh McClements said.

"The lights were functioning and the barriers were operating and down. Somehow the car got in front of the train."

Why the car went crashing through the barrier is what OPP's technical collision investigators will be trying to figure out in the coming days.

The car will be examined for mechanical failure, and autopsy results may shed light.

"We look at every possibility," Const. McClements said, "but it's also a possibility we may never know what caused him to go through the crossing."



**Fuel Tank Punctured as Train Derails**

Crews race to clean up diesel spill after accident in Smiths Falls

By Don Campbell

Two locomotives fronting a westbound Canadian Pacific freight train left the tracks in Smiths Falls early yesterday, sending 12,000 litres of diesel fuel seeping into the city's sewage system.

The accident occurred while the train was still inside the city's railyards, and while Canadian Pacific emergency crews raced to clean up the spill, emergency officials with the city cautioned nearby residents to check for an odour of diesel fuel in their basements.

"There is very little risk of any explosion or fire," said Aire Hoogenboom, emergency information director for Smiths Falls. "Other than the odour, there should be no danger.

"There is no threat to the city's water system and only those residents who operate off their own wells should check for any signs of fuel seeping into their well."

The train had just left the yards about 1:15 a.m., bound for southwestern Ontario when the mishap occurred, no more than a few hundred metres from where the train began.

CP officials said the train originated in Montreal late Sunday and arrived in Smiths Falls late at night for a brief stopover and crew change.

At the point the locomotives jumped the track, the train was travelling about 15 km/h. "The cause remains under investigation and we can't determine the exact cause until the locomotives are moved back onto the track and out of the way," said CP spokesman Mike Spinard.

Both locomotives remained upright, but a fuel tank on the lead locomotive was punctured by the force of the derailment, allowing the fuel to spill.

Fire department personnel contained the fuel as quickly as they could while emergency officials determined what route the rest of the fuel might take and made preparations to clean up the remainder.

Officials reported up to two dozen complaints about the odour of diesel fuel. There were also signs that fuel had seeped to the city sewage filtration plant and arrangements were being made to siphon it off.

The cleanup was expected to be completed today, and the track cleared by this morning.

07/02/2009 *Ottawa Citizen**Winchester**Dalhousie Mills***No injuries, safety issues after train derails in Quebec**

Canadian Pacific Rail crews will be working throughout the weekend to repair damage caused by a 20-car derailment early yesterday near Dalhousie Mills, Que., a farm community east of Alexandria.

"Twenty cars of the freight train derailed about 3:50 a.m.," said Canadian Pacific spokesman Michel Spénard. "Sixteen of the cars were empty; four were auto-carriers loaded with used cars," he said.

"All the cars are upright. There are no injuries, and no environmental issues. And there are no public safety issues and no blocked crossings, that sort of thing.

"It's only our own freight traffic that is involved. We have double tracks there. Six of the cars were leaning over toward the other track, so they were our priority, getting them out of the way to resume operations between the clean up."

The cause of the derailment is under investigation, said Canadian Pacific spokesman Mark Seland.

Mr. Seland said a repair was made Feb. 4 to the section of the track where the derailment occurred.

SMITHS FALLS - They're getting by with a lot of help from their friends, and with their own dogged determination.

After a decade of dedication and hard work by its board of directors and supporters, the Smiths Falls Community Theatre will finally host performances in its own home at the old train station on Victoria Street.

The Smiths Falls Station Theatre will open with a gala event on April 24.

The Via Rail waiting room will remain at the old station until the new railway station at 42 Union St. is completed. When the new station is operational "construction could begin as early as this spring" the waiting room of the old station will become part of the theatre lobby.

Jamie Schoular is president of the SFCT and explains that, back in 1999 and 2000 the old train station was going to be torn down.

"The railway came to the town and asked if there was any other way the town would like to use it. Our group came forward and said 'Yes, we'll give it a try,'" he says.

The Town of Smiths Falls purchased the property from the railway and has granted a long-term lease theatre group.

For 10 years the board of directors has taken its shows on the road, using other local facilities such as high school auditoriums and church halls, whenever they've been available.

Schoular speaks of the relief now that the "wandering minstrel" phase of the theatre's existence is coming to an end.

"Well, logically it's certainly going to make it an awful lot easier to not have to hall sets from the station to wherever we were performing," he says. "It's going to be great to have a first-class facility that can technically provide the support that a production requires, we won't have to worry about lighting and sound.

"It's going to mean that the patrons are will be in a first-class facility" comfortable chairs, not hard plastic chairs, and there's going to be an atmosphere that is much more theatre-like than performing in a school gym."

Vice-president Pauline Aunger has been smitten with theatre footlights since her teen years when she joined the earlier Smiths Falls Little Theatre. When that group was re-established as the SFCT, it was natural that she would continue her association and she has been a board member of the SFCT ever since.

Aunger has great memories of the SFCT, with anecdotes of acts of kindness and support by community members. For instance, back in 2002 an opportunity arose to obtain theatre seats at no cost from the National Arts Centre, as the NAC was replacing its seats. Terry Wills of Wills Transfer Limited was there to provide pick up and delivery of the 140 seats. The seats have been in storage at the station and have recently been placed into position as the construction site gradually transforms itself into a charming new theatre.

Aunger speaks of the ongoing need for volunteers at The Station Theatre. Amid the challenges and hard work there's companionship as part of a team, an opportunity to develop skills, and also have fun.

"We always need people," she says. "Backstage, tickets, make-up, acting, directing. It's always the great thing about a volunteer theatre company, always the need and there's never too many volunteers. Everyone has a niche, a part they like to play," she says.

Board member Nancy Yunker is responsible for fundraising for the new theatre.

"The amount of money gone into the building is probably around \$1 million, from structure to finishing touches," she says. "The town has contributed to that (by investing in the building), they have been very supportive from the start."

Four grants have been received from The Ontario Trillium Foundation, and grants have been received from FCD AgriSpirit Fund, and from the Rideau Valley Heartland Eastern Ontario Development Program.

The "All Aboard Campaign - The Final Spike" has raised \$83,000 through SFCT's own fundraising efforts. Seat sponsoring for \$200 (sold out), silent auctions, and donations from patrons, is bringing them nearer to their goal of \$100,000.

Yunker says that not everything will be complete on opening night "the kitchen area and parts of the top floor renovations remain as works-in-progress.

"But we have everything we need to open. The sound and lighting will be great, but you can always add on things," she says.

Much of the money raised has been spent on areas that people will never see - in the basement in the ceiling.

"Right off the bat," says Schoular. "The building had to be made structurally secure to bring it up to code, make it useable, so initially a lot of money was spent on the place, making sure the building was secure and safe."

On April 24, 2010, the SFCT will host its gala opening - a \$100 per person, black tie event, when its new theatre will be presented to the community. Its first theatre presentation will take place in late April or May - "The Jasper Station" a little musical about a railway station, appropriate to the occasion.

The SFCT plans to continue its tradition of presenting four plays a year.

Schoular believes that it's part of a well-rounded community to have a cultural-arts component where people have an opportunity to entertain, and to be entertained, at an a

"Not a lot of people want to travel to the National Arts Centre. Now they're going to have their own theatre facility just down the street," says Schoular.

14/05/2010

CBC News

Winchester

Smiths Falls

The community theatre group of Smiths Falls, Ont., is opening its first show Friday night in a venue that's been 10 years in the making.

The Station Theatre is a renovation of an old CP Rail station built in 1887 at a time when CP used to run passenger service through the town.

The crumbling station was going to be demolished in 1999 when the Smiths Falls Community Theatre put forth the idea to rebuild the site as a theatre.

Pat Smith, the theatre group's treasurer, said members saw it as a way to get out of performing in high-school gymnasiums.

"So really, it was a desire for the community theatre to have a venue of their own," Smith said. "And really, a couple of silly people took on the challenge."

Smith was one of those people, and over the last 10 years he has watched over every detail of the train station's transformation, as the structure was reinforced and the floor of the old restaurant, which had caved in, was replaced by a state-of-the-art theatre that holds 140 seats.

He said the project cost \$750,000 and a decade of volunteer labour. He said it took so long because when they ran out of money for a particular job, the work stopped too.

"It's been a long haul and each time you start, you have to build up that enthusiasm again to continue," Smith said.

The building is still used by rail passengers, since Via Rail has a small waiting area that leads to its platform.

Friday night's night performance is the Norman Foster musical Jasper Station, in which a group of people meets at an empty train station.

07/02/2012

Ottawa Citizen

Winchester

A country road east of Kemptville has been shut down after a train collided with a vehicle.

Ontario Provincial Police said no one was injured in the crash, which happened just after 5 a.m.

Boundary Road has been closed between Clark and Cameron Roads as police investigate.

No other information was immediately available.

OTTAWA Via Rail says that, if the track between Ottawa and Toronto is still blocked Thursday because of Wednesday's CP derailment, passengers with Thursday tickets will be put onto buses.

Via spokesman Jacques Gagnon told the Citizen late Wednesday night that the rail company will honour Thursday tickets that way if need be, adding that it was still not clear whether CP would have the track cleared.

The Transportation Safety Board said Wednesday afternoon that five cars derailed on a CP Rail freight train about 1:30 p.m. near Smiths Falls. One car carried some form of hazardous material, but it is still not clear what the material was. However a board spokesman in Ottawa said there was no leak, and the TSB considered there to be no danger to the public.

There were no injuries, the spokesman said. The TSB sent two investigators to the scene.

Passenger David Gonczol was on the 12:30 train from Ottawa to Toronto. At 3:45 p.m. he sent an email to the Citizen saying he had been "sitting near Smiths Falls for two hours waiting for buses to Toronto."

First-class passengers had left an hour earlier, he noted. The rest were waiting for more buses to arrive.

A photo posted by another passenger on Twitter showed train wheels just a few centimetres off the track.

A CP spokesman put the figure at eight cars derailed, and said it occurred where the main line passes the CP yard.

CP also says there was no leak, but it also denied knowing what the material was.

Gagnon said that it took until about 6 p.m. for Via to get all its passengers onto buses.

17/07/2018 Journal de Montreal

Winchester

De Beaujeu

25 wagons dans le champ, un dans la rivière

SAINT-POLYCARPE Un train de marchandises a déraillé en fin de journée, lundi, provoquant un branle-bas de combat du côté de Saint-Polycarpe, en Montérégie.

Selon les premières informations disponibles, jusqu'à une trentaine de wagons auraient quitté la voie ferrée à la hauteur d'un petit cours d'eau, entre le chemin Élie-Auclair et le chemin de l'Église.

Selon les premières informations, le train qui circulait vers l'est a déraillé vers 18 h 50.

Environ 25 wagons ont quitté la voie ferrée à la hauteur d'un petit cours d'eau, entre le chemin Élie-Auclair et le chemin de l'Église.

Parmi eux, quelques-uns sont tombés dans le cours d'eau, a confirmé Michel Bélanger, directeur du service de sécurité incendie de la municipalité de Saint-Polycarpe, sans préciser le nombre exact.

Le convoi de 95 wagons était composé, entre autres, de wagons-citernes avec des cargaisons de diesel ou encore de propane.

«Il n'y a eu aucun déversement pour l'environnement. On a été très chanceux», a précisé M. Bélanger.

Personne n'a été blessé.

Des équipes du Canadian Pacific étaient à pied d'œuvre pour régler la situation le plus rapidement possible.

«Ça peut se régler vite, mais on parle de plusieurs jours pour tout remettre en ordre, réparer les voies et remettre les wagons», a toutefois indiqué M. Bélanger.

On aperçoit dans la photo au moins un wagon-citerne qui a sombré dans la rivière. La circulation a été perturbée pendant plusieurs heures dans le secteur.

Une porte-parole du Bureau de la sécurité des transports a indiqué que l'organisme fédéral enverra un enquêteur sur les lieux de l'accident ferroviaire mardi matin.

La cause de cet incident demeurerait inconnue en début de nuit.

La circulation ferroviaire a été arrêtée, dans les deux sens, sur cette voie qui n'accueille que des trains de marchandises.

From Google Translate:

25 cars in the field, one in the river

SAINT-POLYCARPE A freight train derailed at the end of the day on Monday, causing a stir in Saint-Polycarpe, Montérégie.

According to the first available information, up to thirty cars would have left the railway at the height of a small stream, between the Elie-Auclair road and the path of the Church.

According to preliminary reports, the eastbound train derailed at about 18:50.

Approximately 25 cars left the railway at a small watercourse between Élie-Auclair Road and Chemin de l'Église.

Among them, some fell in the watercourse, confirmed Michel Bélanger, director of the fire department of the municipality of Saint-Polycarpe, without specifying the exact number.

The 95-car convoy consisted of, among other things, tank cars with diesel or propane cargoes.

"There were no spills for the environment. We were very lucky," said Bélanger.

No one was hurt.

Teams from Canadian Pacific were hard at work to resolve the situation as quickly as possible.

"It can be settled quickly, but we talk about several days to get everything back in order, repair the tracks and return the cars," said Mr. Bélanger.

The photo shows at least one tank car sinking into the river. Traffic was disrupted for several hours in the area.

A spokeswoman for the Transportation Safety Board said the federal agency will send an investigator to the scene of the train accident on Tuesday morning.

The cause of this incident remained unknown at the beginning of the night.

Rail traffic was stopped in both directions on this lane, which only receives freight trains.

17/07/2018 CTV News

Winchester

De Beaujeu

Freight train derailed in Saint-Polycarpe; no injuries

A freight train derailed Monday evening in the small town of Saint-Polycarpe, in the Montérégie area.

Twenty of the cars on the convoy - four of them carrying propane - came off the tracks just before 7 p.m.

There were no injuries according to preliminary information obtained by the Sûreté du Québec.

Police also said there were no fires or leaks from the propane cars.

The town posted a message on its Facebook page, informing the public that the derailment took place at De Beaujeu Rd., between Élie-Auclair and De L'Église Rds.

Part of the Elie-Auclair Rd. was closed to traffic Monday night.

Saint-Polycarpe officials also said "the municipal and railway authorities are hard at work to resolve the situation as quickly as possible."

The town's fire chief said the accident could have been a lot worse.

Fire chief says there is no danger following train derailment in Saint-Polycarpe. The diesel fuel did not leak nor combust.

The Transportation Safety Board of Canada said it has been made aware of the situation and will send an investigator to the scene Tuesday.

No danger after freight train derailed in Saint-Polycarpe near Quebec-Ontario border.

Quebec's public security minister offered assurances Tuesday that nothing leaked into a nearby river after a Canadian Pacific freight train derailment just east of the Ontario border.

The Quebec Environment Department says 25 of the 95 rail cars derailed near Saint-Polycarpe on Monday night, but officials said there were no injuries or evacuations.

Canadian Pacific teams were working Tuesday to re-establish traffic on the rail line, which is used to transport goods between Halifax and Vancouver. Public Security Minister Martin Coiteux, who visited the site of the derailment Tuesday, said "the situation was firmly under control, there were no leaks and at no moment was the safety of the population compromised."

"A rail line has to be repaired, but before everything else, the tanker cars with dangerous materials have to be emptied and then removed," he added.

"These operations will be done with the maximum of precautions" in the best interests of the safety of the people who live nearby and to avoid any leaks that could damage the environment " particularly the water."

Saint-Polycarpe Mayor Jean-Yves Poirier said Tuesday that one tanker car containing propane fell into the Delisle River. Four other propane tankers as well as rail cars that contained diesel fuel and vegetable oil ended up on the embankment.

Fire Chief Michel Belanger told reporters that any risks were eliminated Monday evening.

"There was actually no danger - either to residents or to the firefighters who intervened," he said.

It's not known yet what caused the derailment and investigators from the Transportation Safety Board of Canada were on the scene.

Lucie Charlebois, the local member of the legislature who was on the scene Monday and Tuesday, said freight trains should slow down in densely populated sectors or at level crossings.

"There's still work to be done," she said.

But one TSB investigator indicated Tuesday the maximum speed is 65 kilometres an hour and that the train was travelling at 55 kilometres an hour.

Cleanup Begins After CP Train Derails West of Montreal

Saint Polycarpe Quebec - No one was hurt and no dangerous goods were spilled after a freight train derailed in Saint Polycarpe, west of Montreal, Monday evening.

About 25 cars of the Canadian Pacific Railway (CP) train jumped the track just before 19:00 according to local fire chief Michel Belanger.

The train was heading eastbound near a level crossing at de Beaujeu Road when the cars derailed.

Some of the cars contained diesel and propane, but the only one that leaked was carrying vegetable oil.

One of the propane tankers is at the bottom of a nearby river, according to Saint Polycarpe Mayor Jean-Yves Poirier, adding he believes it was lucky nothing caught fire or exploded.

"We can't help but think about Lake Megantic when these incidents happen," he said.

"Every day, all sorts of merchandise crosses through the town that then crisscrosses municipalities all over Canada. The country was built on the railway network, so we have to deal with it."

Public Security Minister Martin Coiteux, speaking from the scene Tuesday morning, said it makes sense that this incident would remind people of Lake Megantic, especially since the fifth anniversary of the deadly rail disaster was two weeks ago.

"Whenever we have an accident like this one, people are reminded of that horrible tragedy," he said.

Investigation Underway

The cause of the derailment is still unknown.

A number of CP workers, including its emergency response team, are at the scene evaluating the damage to the track and cleaning up.

An investigator from the Transportation Safety Board (TSB) is at the scene assessing the situation.

Coiteux said he will wait to see what conclusions are drawn from that investigation and "if there are additional steps that have to be taken to ensure more safety of railway transportation of hazardous material, the right decisions have to be taken."

It is unclear what impact the derailment will have on CP service.

A spokesperson has not yet returned a request for comment.

A spokesperson for VIA Rail said its service is not affected because its trains do not run on CP tracks in that area.

Public Health Minister Lucie Charlebois represents Saint Polycarpe, which lies about 70 kilometres from downtown Montreal.

She was at the site Monday night and again Tuesday morning and says she has briefed Premier Philippe Couillard on the situation and will attend future briefings with CP.

Coiteux said he has been in touch with CP to make sure the cleanup goes smoothly and is reassured that the railway is taking the situation seriously.

The next step is to remove the contents of the derailed cars and cart them away without harming the environment or putting nearby residents at risk.

"CP has a commercial interest in restoring this site as soon as possible, but our main concern, our immediate concern, the most important concern is that those things have to be done with the concern for the security of the people," he said

Railway Partially Reopens After CP Derailment West of Montreal

Saint Polycarpe Quebec - One of two railway tracks that runs through Saint Polycarpe has reopened after a freight train derailment on Monday, according to the local fire department.

Fire Chief Michel Belanger said one of the two tracks is open for trains, which will have to travel at reduced speed in the area.

Some 22 cars of the Canadian Pacific Railway (CP) train jumped the tracks just before 19:00 in the town about 70 kilometres west of downtown Montreal.

Crews are still at the scene trying to remove the contents of the derailed cars and cart them away without harming the environment or putting nearby residents at risk.

Only one car, which was carrying vegetable oil, leaked, but a propane tanker wound up at the bottom of a nearby river.

No one was hurt.

The cause of the derailment hasn't been confirmed.

The Transportation Safety Board is investigating.