

**Winchester sub.**

**Files seen:**

RG 12 vol. 1978 file 3556-45 Construction from Smiths Falls to Montreal  
RG 12 vol. 2013 file 3752-19 Crossing of Rideau River at Merrickville  
RG 46 vol. 1440, file 124 Frost & Wood Co. siding, Smiths Falls.  
RG 46 vol. 1516 file 9 Privy Council Railway Committee minutes 23 April 1902 Frost and Wood  
RG 46 vol. 1412 file 1589 Accident at Mountain on 1 Mar 1907  
RG 46 vol. 692 file 4471 Crossing of the Prescott road near Kemptville  
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Branchline August/September 1982 Harry McLean's Quarry  
CP Rail News May 1982.

**RG 12 vol. 1978 file 3556-45**

**Construction from Smiths Falls to Montreal**

**29 April 1886 From O&Q Secretary to Dept of Railways & Cnals**

Transmits plans, profiles and books of reference from Smiths Falls to the boundary line between the provinces of Ontario and Quebec.

**10 May 1886 From O&Q to Dept.**

Transmits plans for the extension from Smiths Falls to Montreal through the Counties of Soulanges and Vaudreuil.

**23 April 1887 From O&Q to Department**

It is the intention of the Company to open from Smiths Falls to a junction with the Atlantic & North West Ry. near Montreal. On or about 1 June next.

Inspection to be carried out by Ridout.

**12 May 1893 copies of plan of completed line.**

End of file.

**RG 12 vol. 2013 file 3752-19**

Crossing of Rideau River at Merrickville. PC 1886-1500 of 20 July 1886. No plan

**RG 46 vol. 1440, file 124 Frost & Wood Co. siding, Smiths Falls.**

By-law 532 (16 Dec 1901) of Smiths Falls authorizes issue of debentures for \$ 20,000 to be granted to Frost & Wood to fix assessment of real and personal property and taxable

income for 10 years and to grant a lease to CPR for 90 years of certain streets for constructing and operating a railway thereon.

Application by CPR for authority to build the siding 18 Jan 1902.

Petition – certain people injuriously affected by the branch as constructed and have received no compensation. Mar 1902.

Inspection made by T. Simmons who looked at three alternative routes to the one used. He found that none of the alternatives could be used except at high cost for land damages and construction and the route chosen was the preferable.

**PCO Order of 9 Jul 1902** sanctions building of the branch line from a point near the railway freight shed on east side of Herbert Avenue thence along William Street to Bay Street thence along Bay Street and Centre Street to Frost and Wood. File 9988. Line to be built within 2 years and directs that line only be used for shunting purposes between hours of 6 and 8 o'clock and 17 and 19 o'clock.

**RG 46 vol. 1516 file 9**

**Privy Council Railway Committee minutes 23 April 1902 Frost and Wood**

The branch has already been constructed. Frost & Wood purchased a large manufactory at Oshawa and it became a question with them whether they should not take their industry from Oshawa. They were approached by the municipality and offered a bonus (\$20,000) to go there with limitations as to their taxation if they would remain in Smiths Falls. CPR was approached and with the result that they agreed to put down this branch line, being indemnified as to the cost of the right of way. Immediately after the by law was passed (780 votes of which 24 against) CPR were requested to proceed and assumed it was with the consent of the municipality.

Property owners (frontagers) objected. It is a great danger to leave open the door of any house on the street because of the dust and smoke from the engines passing up and down. The street is 66 feet wide and the track runs down one side of the street. It takes a turn when it comes from the CPR down one side of the road and crosses over and runs along the other side. It comes close to the sidewalk. When it turns down Bay Street it runs quite close to the west side of the road for some distance. When the train is leaving the Frost and Wood works it comes up a heavy grade and the smoke which the engine pours out is something tremendous. There are some 50 houses inhabited along that road. Petition with about 25 names on it.

Road has been in operation since last fall.

**RG 46 vol. 1412 file 1589**  
**Accident at Mountain on 1 Mar 1907**

1. Head-on collision between passenger train 6, engine 908, and westbound freight extra 984.

2. Cause was that engineer on 984 failed to determine where to meet fast passenger train 6 when receiving despatcher's order no. 36, form 19 at Winchester advising that train 6 was running 50 mins. Late from Kemptville Junction to Vaudreuil.
3. Result was that engineer, fireman and baggageman of train 6 were injured, Dominion Express Messenger and his Assistant were burned to death while pinned in express car no. 1756. Which was set on fire by oil lamps lighted in the same car.
4. Despatcher issued order no. 36 at 5.25 am. To passenger train 6 and 984 (3<sup>rd</sup> No. 50) at Finch, also 976 at Monklands. "No. 6, engine 908 will run 50 minutes late Kemptville Junction to Vaudreuil". Engineer of 984 misread his watch and told fireman they had lots of time to go to Kemptville to take coal and water when they should only have gone to Mountain.

**RG 46 vol. 692 file 4471**

**Crossing of the Prescott road near Kemptville**

**7 October 1886 report from Thomas Ridout**

On 5<sup>th</sup> instant I examined the crossing of the Prescott Road near Kemptville by the O&W now being built, and the diversion of same as proposed by company.

The Prescott Road is a main thoroughfare from the town of Prescott to the town of Kemptville and is much used being one of the most travelled roads in the township of Oxford.

The railway crossed this road on a 30 degree curve and in a cutting of about 11 ft depth at centre to subgrade. To carry the road over the railway by a bridge would involve an embankment on the north side of 120ft and on the south side 600ft and maximum height of 15ft above present surface of road. The material available in the neighbourhood for making this bank would be hard clay and boulders as seen in the railway cutting.

I estimate the cost of the overhead crossing in the present road allowance as \$3980 (sets out details).

By the proposed diversion the railway would cross the road on the level at the east end of the cutting and the view of trains coming from the west would be obstructed except from close to the crossing.

I am of the opinion therefore that although the carrying the road over the railway on the present road allowance would be costly the expense would justify the proposed diversion so as to cross on the level in such a dangerous position.

The plan submitted shows both crossings and I have attached a portion of the railway profile shewing the cutting and positions of crossings at present road and proposed diversion.

In the file is a piece of paper "Plan 3294"

End of file.

**RG 46 vol. 1506 file 4205.795**

**Station at Apple Hill**

**2 February 1932 CPR applies to remove agent and appoint a caretaker.**

Statement of earnings etc.

**26 February 1932 order 48195 is issued.**

**30 June 1965 CPR applies to remove the caretaker and close the station.**

Opposition from tp. of Charlottenburgh, mainly loss of prestige in the closing of the last station in the tp.

**23 August 1965 report from Inspector Angus**

Visited the area 20 August 1965.

Mr. Murray, Clerk Treasurer stated his objection was filed more for sentimental reasons than facts and he now realized that there was insufficient business done at the station to warrant the retention of the caretaker. He said he would withdraw his objection.

The caretaker at green Valley appears to have provided no service to the general public since the first of the year other than delivering the above shipments which were seed grain and arrived at the same time.

Recommended that the application be approved.

**18 October 1965 order 118698 is issued.**

**RG 46 vol. 1473 file 20679**

**Train service at Merrickville.**

**28 September 1912 Petition (no signatures, in fact this is a grievance) from A.E. Baker, Barrister, Merrickville.**

Ontario & Quebec constructed a railway between Montreal and Smiths Falls. Rate payers of Merrickville voted \$10,000 for purchase of right of way. CPR contended that the public promise was for two through passenger trains each way each. For several years CPR gave through service to Merrickville. After ten years CPR timetable was changed and Merrickville became a flag station.

Later a local service was put on and Merrickville became a flag station for night passenger trains. Later still the flag service on night trains was discontinued.

Contentends that Merrickville bonussed the railway on condition of securing a through service and service has gradually been relegated. CPR contended that the agreement was made with the O&Q and not the CPR.

**22 October 1912 From CPR**

Two new trains were put on with the present timetable, No. 27 on 2 June 1912, trains 305 and 306 to take care of traffic between Montreal and Smiths Falls. Passengers for Toronto are transferred at Smiths Falls. Submits that company is still carrying out its agreement.

**28 October 1912** Answer from A.E. Baker

The short wait at Smiths Falls for the fast day train to Montreal is 4 hours, the short wait at Smiths Falls for the night train to Toronto is over five hours. The short wait for the early morning train to Montreal is about 4 hours.

**2 December 1912** Report from Inspector illegible.

Recommend that the request of the town of Merrickville to have trains 21 and 22 flagged be granted.

They also request a connection by CPR train 30 with the O&NY at Finch.

**1 April 1913** sittings in Ottawa.

McNaught for CPR.

Gayes for O&NY.

Present arrangement to stand.

**7 May 1913** From Chief Operating Officer Nixon.

Without considering the matter of the connection at Finch the CPR gave their train No. 30 more time on account of loading milk at Chesterville and broke the connection with the NY&O train 20 at Finch, This could have been prevented by starting No. 30 earlier . (This is the Perth local).

It is important that the NY&O train arrive Ottawa as early as possible and if this train is to arrive Ottawa later it will inconvenience a large number of passengers using the NY&O.

I have no objection to the CPR arranging to the time of their train No. 30 so as to arrive at Finch as formerly and make connection with the NY&O train 20 at 9.42 a.m.

Recommend an order go requiring CPR to schedule its train No.30 so as to arrive Finch at 9.42 a.m. and the NY&O be required to hold its train 15 minutes or the CPR when they have reported passengers on their train for points on or via the NY&O.

**13 May 1913 order 19265 is issued.**

**17 July 1915** from CPR

Asks for relief from necessity of stopping No. 24 at Merrickville and to stop at Winchester and Chesterville only to detrain passengers from Toronto and points west. Local trains should take care of the balance of business.

**1 September 1915** from Chief Operating Officer

Winchester - CPR should only be required to stop its through trains for passengers from Toronto or points west or to Montreal or points east.

Chesterville and Merrickville - same recommendation as for Winchester.

**1926** Correspondence of difficulty of running CPR train 20 to time - connection for Chicago. Problem of the stop at St. Clet.

Much detail about connections etc.

1929 end of file.

Branchline August/September 1982 Harry McLean's Quarry  
By Adie Schwalm

An interesting thing I saw in CP Rail News for May 20 was a story on Harry McLean's quarry that was once near Merrickville. My interest started around 1948 or 1949 when through my ad in the old "Railroad Magazine" I met two Ottawa high school students who at that time were interested in railroading, One of them by the name of Arnold Millar was able to get his father's car on a Saturday and four of us went to this quarry, which at that time had a spur running off the main line. A sign board near the switch stand said "Deeks", I believe this quarry was a very large hole in the ground, so big in area it held, a small yard. As I remember, it held four tracks, two of them with high sided dump cars. Another had a string of construction cars, and the last, passenger cars, all pretty well dilapidated with paint peeling, boards loose, and wheels and draft gear well rusted. However, his private car and another one were in pretty good shape. In fact, I took an interior shot of the car with the crew sitting in wicker easy chairs. It was equipped with a stove, dining room and sleeper bunks. The real interesting part, though, was another track which held two 0-6-0's in very good shape. I was sorry later that I failed to take pictures of the two huge steam shovels that were standing separately on their own short stretch of track.

Also standing by themselves were two little Porter 0-4-0's. They were narrow gauge and as you can imagine pretty well gone but I got their pictures as well. The last I heard of this equipment was that it all went for scrap. I doubt if I could find the spot again for it .has all been overgrown in trees and shrubs. When we first went in the road was just .a trail but now there is a little better gravel road. I never went back, but I do go near the place quite often.

CP Rail News May 1982

In your last two editions of CP Rail News, you show a picture of a cairn at Hawk Lake erected by the late H.F. McLean.

There is also a similar one at Deeks, Ont.

Now Deeks, while not on the CP timetable, is on the Winchester Sub about 11 kilometres east of Merrickville, Ont., and eight kilometres west of Bedell, Ont.

The cairn is about 100 yards from our main line and would be hidden by shrubs that have grown as the quarry was closed before the Second World War.

Millions of tons of ballast was hauled out of Deeks for CP main lines between Saint John, N.B., and Windsor, Ont., Hamilton and Mactier, Smiths Falls and North Bay and Vaudreuil and Ottawa.

Deeks quarry was possibly opened about 1920. H.F. McLean named his enterprise the Grenville Crushed Rock Co. after the county of Grenville. Afterwards, it was renamed Dominion Construction Company. I think it would have been opened before Hawk Lake. Mr. McLean owned a large stone house in Merrickville and resided there until his death. When the cairn was erected I made enquiries about it and was told an employee was killed at that spot. It has a plaque on it but I never had a chance to read it.

There are still a few old timers around that worked for H.F. McLean when the CPR had no work for them. One is Harold Cummings. He worked on the construction trains for Mr. McLean when he built the extension of T&NO, now O.N.R., from Cochrane and Moosonee.

**G.Y. Baxter Smiths Falls, Ont.**

**Monuments a tribute to laborers**

There are two more "Sons of Martha" cairns in Northern Ontario, just like the one mentioned in your March 17 story "Kipling's verses adorn mystery cairn".

Harry F. McLean placed one on the dam of our Abitibi Canyon Generating Station about 100 kilometres north of Cochrane, and another at Moosonee — the end of steel on the Temiskaming and Northern Ontario Railway, now the Ontario Northland.

As I understand, they were erected as a tribute to the common laborers who worked on these difficult projects.

There are others (according to a fact sheet) at The Pas, Flin Flon and Churchill.

I came from a family with a long line of service with Canadian Pacific, but somehow or other I ended up working for the power company.

**W.R. Caesar**  
**Assistant corporate**  
**relations officer**  
**Northeastern Region**  
**Ontario Hydro**