

Local Railway Items from Area Papers - Belleville Subdivision

18/11/1881 Ottawa Free Press Belleville Perth car shop

Referring to the expressions of certain journals concerning the workshops being erected at Perth, the Expositor says: We only claim the freight and ballast are works of the Canada Pacific and divisional repair shops of the Ontario & Quebec, possibly their car shops also--The reality of the shops claimed by us here lies in the fact that they are partly built already and on the pledged word of the Syndicate, on condition that Perth grant the bonus arranged for, namely twenty acres of land for the site. A siding has been built from the main line into the midst of the building site and in a day or so the heavy timber for the sleepers etc. will be on the ground. Then a large force of carpenters will appear to raise the structure above terra firma. A well or reservoir to feed the boiler has been dug and a force of men are now engaged in digging a canal from this to the river, about one hundred yards away. This shows the progress so far and we think it wholly satisfactory. Mr. Little is the general manager of the car shop construction and Mr. Ames is overseer of the men employed thereon.

27/01/1882 Renfrew Mercury Belleville Perth

The lumber for the shops is now arriving daily, and progress is being made with the works. One building will be over 400 feet in length, with four tracks running into it. - Perth Expositor.

Messrs. Graham Bayer & Co., of the Carleton Place machine works have been awarded the contract for the engine for the carchops at Perth. The engine will be about 140 horse power and will cost about \$1,500. The boiler will be provided by the company themselves. - Perth Courier.

24/02/1882 Renfrew Mercury Belleville Perth car shop

The car shops are progressing rapidly, but the workmen are delayed by the non-arrival of the heavy timbers for some of the large buildings. Perth Expositor.

10/03/1882 Renfrew Mercury Belleville Perth car shop

The second large building for the car shops is now about up, and presents from its great length, an imposing appearance. - Perth Courier.

17/03/1882 Renfrew Mercury Belleville Perth car shop

The first work to be turned out at the car shops will be 27 passenger cars, which are badly needed at present. The capacity of the works here will be about 9 box cars per week. - Perth Expositor.

21/04/1882 Renfrew Mercury Belleville Perth car shop

The Courier says orders have been received this week to extend the length of the principle building of the car shops at Perth one hundred feet. This makes the building alone three hundred and forty feet long. Two more railway sidings are now under construction and three or four others are to be made, including one that will run all around the grounds. The premises will then be pretty well honey combed with tracks. We are told the work of making cars will commence inside of two weeks. Car loads of machinery are arriving every day. These machines include hydraulic presses, trip hammers, bolt machines, pulleys, shafting &c. The machinery used in the carshops formerly connected with the Central Prison, Toronto, has been purchased and is arriving daily. It is about as good as new.

09/06/1882 Renfrew Mercury Belleville Perth car shop

The Courier says Between ? And seventy men are now employed in the construction of the Canada Pacific car shops at Perth. Rapid progress is being made and new machinery is arriving (?constantly).

26/06/1882 Ottawa Citizen Belleville Perth car shop

The new railway buildings at Perth are protected from fire as perfectly as the best of apparatus can do it. There are double hydrants at the ends of each building and others within. A few days ago a test was made before the town council and others by Mr. Buchanan of Montreal, four powerful streams being in action. The motive power for the car shops in Perth is now supplied by the regular engine which has been put in its place. Materials and machinery arrive daily, and in fact the shops look like a hive of industry although no cars are manufactured yet.

30/06/1882 Renfrew Mercury Belleville Perth

The Perth Courier says - the motive power for the car-shops is now supplied by the regular engine, which is now in its place. The flywheel and main pulley connected with it weight over six tons. A vast number of car wheels have arrived, and additional machinery for the works has also been received. In fact machinery and material are reaching almost daily. The dry-kiln is almost finished and will be the most conspicuous object about the buildings on account of the wide steam chimney for carrying off the exhaust steam, sixty-five feet high. This chimney will be the full width of the building at the beginning, and narrows by steps to half that at the top. The shops now look like a hive of industry, though no cars are manufactured yet.

03/08/1882 Ottawa Free Press Belleville Perth

On Monday last "Capt" Finnessy took a gang of forty two men to work on Mr. Beemer's railway contract at Perth and today took out another gang of forty-three.

09/08/1882 Ottawa Citizen Belleville Perth

Work on the Ontario and Quebec Railway is being rapidly prosecuted. On the Perth section two hundred man are at work. A batch of immigrants also arrived last week. Rock men get \$1.50 per day and shovellers get \$1.40.

18/08/1882 Renfrew Mercury Belleville Perth car shop

The Courier says - About nine o'clock on Saturday night another alarm of fire was sounded, and this time the danger proved to be at the car shops, to which speedily rushed half the town, and the two hand engines. The works have their own appliances for putting out fires, consisting of a pump connected with the engine, numerous hydrants and plenty of hose; and in a short time the spot was fairly deluged with water and the fire extinguished. The blaze was at the far end of the long building, and made no headway before it was flooded out. Some supposed the fire was caused by the spontaneous combustion of some cotton waste and oil at that end of the building, but the manager says there is no oil on the waste, and this could not have been the cause. Suspicions in another direction are entertained.

21/08/1882 Ottawa Citizen Belleville Perth

The Pembroke Observer says:- in about ten days the work of grading on both the Ontario and Quebec and Midland Railways will be completed for about thirteen miles west of Perth with the exception of the road crossings, culverts and bridges over the creek at Mr. Rathwell's farm, about a mile from the town. On the next ten miles a good deal of work has been done but the country is much more difficult. The Ontario and Quebec company have not fully settled the crossing at Sharbot Lake. The present survey crosses on five islands by a fill which in one place will be in water fifty-five feet in depth. the Kingston and Pembroke crossing which is of the same nature could be used, but at a heavy rental. All the contractors on the O&QRR between Sharbot Lake and Toronto are bound to complete the grading by the 1st of August 1883, and it is contemplated to have through trains running from Toronto to Ottawa running on the 1st of January 1884.

25/08/1882 Renfrew Mercury Belleville Perth

It is thought a large engine, one or two large boilers that were first intended, and other large buildings will soon be required to work the carshops at Perth to the required capacity. Possibly more land may be required for a time. Courier.

23/09/1882 Ottawa Free Press Belleville Perth car shop

The first hundred flat cars have been turned out in the C.P.R. car shops at Perth, and now work has begun on a number of cattle cars and vans.

20/11/1882 Ottawa Citizen Belleville Perth

The railroads are progressing very favourably west of this place. The bridge across the Fall River is under construction and will be built of cut stone laid in cement. A large number of men are at work between here and Sharbot Lake in the rock cuts, and although the country is rough and it is difficult to construct a road, yet the work is going on, and will be completed sooner than anticipated by many.

02/02/1883 Renfrew Mercury Belleville Perth car shop

Two hundred employees of the Perth car shops recently struck work and went to their homes. Reasons, want of punctuality in payment of their wages.

09/02/1883 Renfrew Mercury Belleville Perth car shop

The strike among the employees of the Perth car shops has come to an end.

13/04/1883 Renfrew Mercury Belleville Perth car shop

It is reported that extensive additions to the Perth car shops are contemplated, and that accommodation for from 100 to 150 more men will be provided. A large quantity of lumber in the shape of logs has been purchased for the works during the winter, the farmers finding that their timber pays much better as lumber than in cordwood.

20/04/1883 Renfrew Mercury Belleville Perth

The Perth Courier says that Mr. Little, foreman at the carshops has prepared plans for a new sleeping car for use on the Nipissing Extension of the C.P.R., on Mr. Worthington's contract. It is about sixty-five feet long, vying in that respect with the longest Pullmans. An eating and kitchen car are also being made for the Extension.

27/04/1883 Renfrew Mercury Belleville

Mr. Angus Campbell has charge of railway construction on the Ontario & Quebec Railway from Perth towards Sharbot Lake, and Mr. Barclay has charge from Sharbot Lake towards Perth. Building the fences will be the first thing undertaken, then track laying and ballasting. The line is expected to be opened to the K. & P.R. junction by the end of June. It is the intention of the company to build a fine new station in Perth.

11/05/1883 Ottawa Free Press Belleville Perth

The progress made by these works within the past twelve months have been very great. Two hundred and forty hands now find employment in them. Fifteen freight cars are turned out per week, besides others of a more refined and intricate nature

18/05/1883 Renfrew Mercury Belleville Perth

The capacity of the Perth carshops with the present complement of hands, 250, is about five flat cars per day. The company are building just now a workman's train for Mr. Worthington, of the Nipissing Extension. This comprises a store car, sleeping cars, kitchen and dining cars. These were designed by Mr. George Little, manager and are capable of adaptation for the purpose required.

01/06/1883 Ottawa Free Press Belleville Perth

On Thursday last tracklaying was commenced at the Perth station, and at noon on Monday the creek at Wrathall's, about two miles out, was reached. The iron bridge will probably be completed today, when tracklaying will be resumed and the first engine will enter Bathurst. Three flat cars are being fitted up as boarding and dining cars for the tracklayers. The distance from Perth to Sharbot Lake will be about twenty-eight miles by rail and the track will be finished to the K. & P. by about the first of July. Ballast will be brought from the Sharbot Lake end of the line. -- Perth Courier.

12/07/1883 Kingston Daily British Whi Belleville

General Items

Fifty Italian labourers were sent by Messrs. Scobell & Co. to Kingston yesterday for work on the Ontario & Quebec RR. north of this. Large numbers are being sent to intermediate points along the line. The work of construction is reported as being pushed forward rapidly.

12/07/1883 Kingston Daily British Whi Belleville Sharbot Lake

The Ontario and Quebec Railway has secured a large field of fine gravel at Sharbot Lake, also a sand and gravel pit in Sherbrooke, into which a sifing has been built.

27/07/1883 Renfrew Mercury Belleville Perth car shop

The C.P.R. Company are about to build a number of tenement homes for their car shop employees at Perth. At present they will erect twelve double houses, frame, and of a neat style of architecture.

Perth folks intend to celebrate the opening of the Ontario & Quebec Railway between their town and the K. & P.R. at Sharbot Lake. The rails are expected to be laid by August 1st. Over 600 men are at work on the line.

10/08/1883 Renfrew Mercury Belleville Perth

Perth Town Council has given a grant of \$250 to aid the celebration of the opening of the Ontario & Quebec Railway into Perth.

24/08/1883 Renfrew Mercury Belleville

The Perth Courier gives the following railway items:- The track between Perth and Smith's Falls is soon to be levelled and readjusted and laid with steel rails preparatory to constituting the Perth branch of the main line between Smiths Falls and Toronto. Workmen are now preparing to lay rails on the Ontario & Quebec Railway across the narrows at Sharbot Lake. A solid wall of cut stone has been built, which will form the support for a neat and substantial iron bridge. The K. & P.R. track will be shifted next week, and the rails between Perth and Sharbot Lake will be laid in a few days. One side of the iron bridge for the Fall River crossing has arrived at the station on three cars. Work is somewhat delayed beyond Fall River by a sink hole at the 9th concession of South Sherbrooke, which has so far greedily taken in all the filling the men could supply, and like Oliver Twist still asks for more. The track is laid across this slough, but the track sinks slowly but constantly down until it is two or three feet under mud or water. Of course, the hole will be filled up sooner or later, but at present it is an impediment to rapid progress. The Kingston and Pembroke Railway had similar trouble spots in the line, and we understand one is not altogether cured yet. In fact, the Company think of changing the line at that point so as to avoid the ever-recurring sinking of the roadbed.

30/08/1883 Kingston Daily British Whi Belleville

About one hundred olive skinned natives (Italians) are now working on the O. & Q. RR.

28/09/1883 Renfrew Mercury Belleville Perth car shop

Two weeks ago \$30,000 was drawn from the Bank in one day for payment of the car shops employees and of the construction party on the O. & Q. between Perth and Sharbot Lake. Perth Expositor.

04/10/1883 Kingston Daily British Whi Belleville Sharbot Lake

12/10/1883 Renfrew Mercury Belleville Perth car shop

The C.P.R. are about building two snow ploughs at the Perth car shops. These will require, among other things, two pieces of oak timber twenty-one feet long and a foot square.

19/10/1883 Renfrew Mercury Belleville Perth car shop

Some seventy of the car shop employees at Perth have just been discharged. The cause is that cars can be made cheaper in the States at present. Some of the men only recently moved to Perth and they feel their dismissal at the beginning of a winter very keenly. About thirty more will be discharged.

26/10/1883 Renfrew Mercury Belleville Perth

Forty-two new dwelling houses have been added to Perth this year. The Expositor estimates that, altogether, from \$65,000 to \$75,000 have been expended on building improvements during this last season.

02/11/1883 Renfrew Mercury Belleville Perth car shop

The oil house of the Perth car shops was on fire for a time, last week. The building is isolated, and it is about twelve feet square, covered with sheet iron to render it fireproof. But some cotton waste saturated with oil, inside the house, ignited by spontaneous combustion, and a couple of barrels of oil were consumed before the hot bright flames were quenched by the steam fire engine.

02/11/1883 Perth Courier Belleville Perth

TANK-BUILDING - On Tuesday evening Mr. Jas. K. Faulkener, tank builder in the Perth carshops, set out to put up the necessary tanks along the line of the Ontario & Quebec Railway, probably twelve or fourteen in all. The parts of these tanks have been under construction here for some time, under Mr. Faulkener's supervision, and his errand now is to put them together in their place. These tanks do not freeze up in winter, being provided with double bottom and hot air chamber, with a pipe twelve inches diameter running up through the water in the tank from a coal furnace below. Mr. F. expects to be two or three months at the work, and in the meantime portable tanks, worked by a hand pump can be used if wanted. A large number of tanks for the C. P. R. have been built at the Perth shops.

14/12/1883 Renfrew Mercury Belleville Sharbot Lake

The sink-hole near Sharbot Lake, on the O. & Q. Railway, has again caved in. The Courier says that, unlike the other sink-holes on that line, there is no way of getting around it, and persistent filling is the only alternative.

21/12/1883 Perth Courier Belleville

All the water tanks for different stations along the line are also being built at Perth, they being turned out at the rate of one a week.

29/12/1883 Ottawa Free Press Belleville Perth

Ontario and Quebec Railway. Tracklaying on this road is in the following state at present: From Perth the track is laid to within ten miles of Tweed -- illegible.

10/05/1884 Kingston Daily British Whi Belleville

About one hundred Italians have been brought from Buffalo to work on the Ontario & Quebec RR. Construction

13/05/1884 Ottawa Citizen Belleville

Mr. W.C. Van Horne, General Manager of the CPR, accompanied by Mr. Osler, President of the Ontario and Quebec Railway, Mr. Waite, General Superintendent and Mr. R.R. Angus, proceeded to the Quebec Gate station on Saturday and inspected the first passenger locomotive which had just been turned out of the workshops on Colborne Avenue. They also witness the company's new sleeping car "Gatineau", which will shortly run over the Ontario and Quebec and CPR between this city and Toronto. In the evening the party left for Ottawa and yesterday ran over the Ontario and Quebec to Toronto. The special was the first through train between the Capital and Quebec City and covered the distance in a remarkably short time.

13/06/1884 Renfrew Mercury Belleville Perth

Workmen are now engaged in laying new steel rails on the Perth branch - that is the line between Perth and Smiths Falls. Last week a new fence was erected in front of the Perth workshops tenement houses on Craig street, Perth, by the free labor of the workmen.

04/07/1884 Renfrew Mercury Belleville

The Ontario and Quebec Railway was to have been opened for passenger traffic by July 1st. Numerous sink holes have prevented this, however. At Kaladar, the track went down under a heavy freight train and, being raised to the grade again, went down five feet. It has since continued settling, and there is now water over the track for a distance of 200 feet in a place where trees two feet in diameter were growing before the road was built.

14/07/1884 Ottawa Citizen Belleville

Ontario and Quebec about to be opened to traffic.

Montreal 12th. It is now definitely settled that if no unforeseen event occurs the Ontario and Quebec Railway, running in connection with the Canadian Pacific, will be opened for passenger traffic between Toronto and Montreal. Mr. White, General Superintendent of the new road, was in town, a few days ago arranging about connections etc. He is busily engaged combining a timetable which will probably be issued next Monday. There will be two trains each way every day between Montreal and Toronto and the all rail route between Chicago and Montreal over the Canadian Pacific system will go into effect at the same time.

17/07/1884 *Kingston Daily British Whi* *Belleville*

Yarker Jottings

Italians have commenced to ballast the road from here to Tamworth. Mr. Rowe's gang will not reach here this week. They have erected two tents near the track for their accommodation.

17/07/1884 *Ottawa Citizen* *Belleville*

The new timetable will be delayed until Monday July 28th.

19/07/1884 *Ottawa Citizen* *Belleville* *Kaladar*

Toronto 18th. The swamp difficulty near Kaladar on the Ontario and Quebec Railway has at last been overcome. The bottom having been found and the road built up over it heavy construction trains are being run over the spot, which is now as solid as the other portions of the line. The road will be opened on the 28th inst.

19/07/1884 *Kingston Daily British Whi* *Belleville*

Incidents of the Day

A party of forty Italians have arrived from Rochester. They have been engaged to work on the N. T. & Q. RR.

01/08/1884 *Renfrew Mercury* *Belleville* *Perth*

Seven flat cars per day are now being turned out of the Perth car-shops.

08/08/1884 *Renfrew Mercury* *Belleville* *Perth*

Twenty workmen were discharged from the Perth car-shops a little more than a week ago. Only 50 men are now employed.

08/08/1884 *Renfrew Mercury* *Belleville*

The Kaladar sink-hole, which has already caused so much trouble on the O. & Q. Railway, went down again last week and caused a further postponement of the opening of the road. Some folks think that the hole is bottomless, but a Kingston engineer is of the opinion that there is an underground current that carries away the gravel. Such streams have been found in other parts of the country. In time the flow of water may be checked, but the hole may be a source of annoyance for some time.

13/08/1884 *Ottawa Free Press* *Belleville*

The Ontario & Quebec railroad, hereafter to be known as the Ontario section of the Canadian Pacific, was formally opened for passenger traffic yesterday. The new line is 199 miles in length and runs from Toronto to Perth where it joins the C.P.R. system. More

28/08/1884 *The Equity, Bryson* *Belleville*

The Ontario and Quebec Railway, now open for traffic, had the track laid early in the spring and would have been open long ago had it not been for the sink holes at Kaladar, which for a long time baffled the engineers, but which is now solidly filled up, it is hoped. The road is 250 miles in length connecting Toronto and Ottawa being almost an air line from the former to Smiths Falls, where it connects with the C.P.R. under the same management. The embankment is very wide and solid, rails 56 lb. To the yard, and the joints made with angle iron fishplates. All bridges are iron, and stone culverts have been put in. The running time in between Toronto and Montreal is a little over 13 hours. A great number of the towns and villages through which this line runs have never enjoyed railway facilities before and have had to depend upon stages for their intercourse with the outer world, and although these places are small, the management of the road think that the traffic from the surrounding country that formerly went to build up "the front" as the towns along the lake are called, will build up these villages. The first 133 miles of the road is through a country moderately supplied with railways by the Midland system and, in fact, between Peterboro' and Madoc the roads are almost parallel. From Madoc to Perth the only line is the Kingston and Pembroke. The opening of the road is a great boon to a large section and will divert considerable traffic from the Grand Trunk.

05/09/1884 *Renfrew Mercury* *Belleville* *Perth*

The C.P.R. are building a number of refrigerator cars at their shops in Perth.

07/10/1884 *Kingston Daily British Whi* *Belleville* *Tamworth*

A Rough Encounter

[Brawl at Tamworth between Italian railway navvies and villagers, not transcribed]

08/10/1884 *Kingston Daily British Whi* *Belleville* *Tamworth*

City and Vicinity

Seen the Donnybrook Affair [More on the Tamworth brawl, not transcribed]

09/10/1884 *Kingston Daily British Whi* *Belleville* *Tamworth*

News From the Vicinity

The Affray at Tamworth [Not transcribed]

The Tamworth Riot

[Not transcribed]

11/10/1884 *Kingston Daily British Whi* *Belleville* *Tamworth*

A Tamworth Riot

[Detailed account, not transcribed]

26/12/1884 *Renfrew Mercury* *Belleville* *Perth car shop*

The number of employees in the car shops here will be reduced to the old quota of 35, notices of dismissal being served on 56 last Saturday. The reduction takes place on Saturday of this week. By this action many good men are thrown out of employment, who some time ago left good jobs and steady work to enter the shops. Those remaining are to work eight hours a day. Perth Expositor.

26/01/1885 *Ottawa Citizen* *Belleville* *Smiths Falls*

Accident at Smiths Falls. Also reported in Ottawa Free Press 24 January. See Accident file.

24/04/1885 *Renfrew Mercury* *Belleville* *Perth car shop*

The staff of employees in the Perth car shops is to be increased at once by thirty men, an order having arrived from headquarters for the changing of fifty more flat cars to box cars.

06/11/1885 Renfrew Mercury Belleville Perth

Orders have been received at the C.P.R. carshop at Perth for the conversion of 300 flats into boxcars; and instructions given to increase the staff by twenty-five or thirty men, which will bring up the total number of workmen to about seventy hands.

27/01/1886 Ottawa Free Press Belleville Perth

A gentleman from Almonte states that three first class C.P.R. cars, completely wrecked, were taken down to the Perth repair shops yesterday from some point in the north.

02/04/1886 Ottawa Journal Belleville Perth car shop

Flat cars are being converted into box cars at the Perth car shops at the rate of four per day. Orders from the Canadian Pacific for the construction of one hundred stock cars and ten conductors vans have been received.

02/04/1886 Ottawa Citizen Belleville Perth car shop

Perth Car Shops

Four cars per day are still being converted from flat to box cars in the Canadian Pacific Railway shops at Perth. Orders for the construction of 100 stock cars and ten conductors vans have been received.

13/05/1886 The Equity, Bryson Belleville Perth

The new station of the Canadian Pacific Railway, to be built this summer at Perth, will be a fine stone building of an entirely new design and presenting a very handsome appearance.

12/11/1886 Renfrew Mercury Belleville Perth car shop

The two new boilers for the Perth car shops will be of steel, sixteen feet long, fifty or sixty horse power each, with all the latest improvements. The steel for their construction is coming from England, and the boilers will be made in Montreal.

10/12/1886 Ottawa Journal Belleville Perth car shop

Two splendid new boilers from the company's works in Montreal have arrived at Perth for the C.P.R. car shops and workmen are now placing them in position in the boiler house. They are expected to be ready for firing up about Christmas. The shops will then have ample motive power.

14/01/1887 Renfrew Mercury Belleville Perth car shop

Perth has a hope of securing the C.P.R. car shops for building passenger cars, as the company have come to no arrangement in Montreal yet.

04/02/1887 Ottawa Journal Belleville Perth car shop

Perth - The C.P.R. car shops have started work again with about 200 men employed. Mr. Fowler is the general foreman.

25/02/1887 Renfrew Mercury Belleville Perth

The old C.P.R. station building at Perth has been purchased by Mr. James Allan.

24/03/1887 Ottawa Journal Belleville Perth car shop

Perth. There are now over 200 men working in the car shops.

22/07/1887 Ottawa Journal Belleville Perth car shop

The car shops are working in a very satisfactory way; cars being turned out at the rate of five or six per day and cheaper than they can be bought elsewhere. Formerly the iron was sent from the Montreal shops and charged at prices which made the Montreal shops appear to pay well and while those at Perth did not. Now the cars are built from the rail at Perth and the company find that they can save money by having them built here.

04/10/1887 Ottawa Journal Belleville Perth

The Canadian Pacific Company are turning out five freight cars daily from the car works at Perth to supply the demand for cars on the Western division of the road for moving grain from the West.

30/12/1887 Renfrew Mercury Belleville Perth

The Courier says that part of the force at the Perth carshops are engaged in turning out snow fences, some of them to go a long distance. Orders have recently been received for 500 box cars. About 225 men are employed at the works.

04/05/1888 Renfrew Mercury Belleville Perth

The Courier says the men in the Perth carshops will be asked to work four days in the week overtime during the summer in order to increase the output of cars from six to eight per day.

The Mayor's Silver Wedding - An Excursion to Sharbot Lake, A large Company Celebrates the Event

Tuesday last was a gala day at Sharbot Lake, and throughout most of the day the Purvis Hotel, the north side of the lake, and Wood's Island were gay with men and women in holiday attire, bright with flags on boats and buildings, and busy with hurrying boats ferrying between mainland and islands. The occasion was the celebration of the Silver Wedding of Mr. W.J. Pink, Mayor of Perth, and his esteemed wife - The programme was briefly this: The guests were to assemble at the C.P.R. station at Perth at 8:15 o'clock on Tuesday morning, take the Perth local to Sharbot Lake station, spend the day on an island in the lake, return to the Perry Hotel and signalize the close of the day's pleasures by a grand dinner there, returning home when this was over. The run to Sharbot Lake was made very quickly, in charge of Perth's genial conductor, Mr. Daniel McPhee, and to save walking, the train was run down to the Perry House into which the excursionists speedily transferred themselves. A fleet of skiffs were in waiting at the floating bridge near by, and after a little the crowd was ferried between other islands to what is known as Wood's Island, a beautiful spot owned by the reverend ex-Principal of the Ottawa Ladies College. A neat summer cottage has been erected here among the trees, which gave a home appearance to the scene, while the party in their gay attire and varying movements gave life to the day and event. The recreations of the day now began. Some took to the boats and went fishing; others sat in the breezy shade and amused themselves with various quiet games; some of the stalwart gentlemen pitched quoits, and all enjoyed themselves - the Mayor and his wife seeing that the latter was accomplished by all. The wide expanse of water and islands was dotted with tiny craft going hither and thither. Many boats steered for the island and cottage owned by the estate of the late Gen. Aspinwall (sp?) of New York, builder of the railway across the isthmus of Panama, who after erecting this beautiful terracotta hued cottage on this lovely island, died a year or two after, leaving others to enjoy the pleasures of this rustic retreat. A visit was paid by many as well to the neat cottage on the fertile island of Mr. Wm. Robinson, ex-Mayor of Kingston, and ex-member of the Ontario legislature. The island part of the celebration was ended about four o'clock, and the party by the fleet of skiffs made their way in battalions over the rippling waters to the hotel landing, to enjoy in a little the crowning act of the festivities. This was the dinner prepared for the guests by Mr. N.H. Purvis, proprietor of the Perry Hotel. The fame of Sharbot Lake as a fishing place and summer resort has traveled far, and it is visited by tourists from distant parts. It is a large sheet of water, seven or eight miles long, and three or four broad in places, indented by deep bays, cut nearly in two halves by the Narrows and is full of islands, mostly yet covered with trees and undergrowth. Mostly all the fresh water fish are found in its waters in abundance, and the tourist can get any amount of sport both by traveling and still fishing. The Perry House, kept by Mr. Purvis, can give the visitor excellent accommodation.

*14/07/1888**Ottawa Citizen**Belleville**Perth car shop*

Six box cars are turned out daily in the Perth car shops of the C.P.R. If the shops were enlarged somewhat, ten cars could be made every day with little more increase of workmen.

*12/10/1888**Renfrew Mercury**Belleville**Perth car shop*

Sixty men were discharged from the Perth car shops last week. The Expositor thinks it absurd that the C.P.R. should be giving out large contracts for cars to other shops when their own works can turn them out for less money.

*19/10/1888**Renfrew Mercury**Belleville**Perth car shop*

It seems that the C.P.R. car shops at Perth will hereafter be used only for repairing purposes. No more cars will be built there after the present series are finished.

*26/10/1888**Renfrew Mercury**Belleville**Perth car shop*

An order for 100 stock cars has been received at the Perth car works. The Courier says that this disposes of the rumor that the car shops were to be used simply for repairing.

*19/04/1889**Renfrew Mercury**Belleville**Perth car shop*

The car shops at Perth have practically closed down for the present, and the hands are now wandering about doing nothing, or are leaving town. The reason of this shut down given by Mr. Higginson, chief mechanical superintendent of the company, is, no orders for cars and therefore no work for the shops. This state of things is not very satisfactory to our citizens, especially when the rate to pay for bringing the shops here has to be paid every year for a long time yet to come. - Courier.

*13/12/1889**Renfrew Mercury**Belleville**Perth*

It is stated that damaged box and flat cars at the rate of twenty-five a week arrive at the Perth shops for repairs. They come from all over the line, and the numbers sent to the shops here to be doctored up shows how numerous are the accidents on the railways that people never hear of, and how great the expense the railways are put to for this single item. Perth Courier.

*27/12/1889**Renfrew Mercury**Belleville**Perth*

The old passenger station at Perth, built for the opening of the Railway, thirty years ago, has been pulled down. Expositor.

*11/04/1890**Renfrew Mercury**Belleville**Perth car shop*

There are 130 men in the Perth car shops repairing and reconstructing old cars, and building a few vans.

*25/07/1890**Renfrew Mercury**Belleville**Perth*

In its "Carshop Notes," last week's Perth Star had the following:- In the rear of the shop lies an old car, which is of considerable interest in railway history. It was shipped here with other old broken cars to be taken apart, but when it was found out to be the first passenger car built for the Canada Central Railway (now C.P.R.) it was given special place in the field behind the shops, and now lies there as a relic of the days when the now great C.P.R. first carried passengers. On the side the simple inscription "C.C.R. 1" tells the tale.

*05/09/1890**Renfrew Mercury**Belleville**Perth car shop*

About 200 men are now employed in the C.P.R. car shops at Perth. Somewhere in the neighbourhood of \$7,000 is brought into the town every month by the pay car to distribute among the Company employees.

*12/09/1890**Renfrew Mercury**Belleville**Perth car shop*

The Perth car shops are working overtime, and are now turning out six box cars per day.

*02/01/1891**Renfrew Mercury**Belleville**Perth*

The carshops in Perth, which closed down entirely a week or so ago, from lack of material, have re-opened, with a staff of about one hundred and fifty men.

*27/03/1891**Renfrew Mercury**Belleville**Perth*

The C.P.R. carshops at Perth, after a delay of some weeks in repairing and refitting some of the machinery, started again last week.

12/06/1891 Perth Courier Belleville Perth

In Honor of Sir John. - Several of our Conservative citizens went to Ottawa on Wednesday to attend the preliminary funeral services there of Sir John Macdonald. They report a heavy rain during the procession from the house to the train, which drenched everybody. A larger number set out for Kingston to attend the burial of the dead chieftain on Thursday. The Haggart took a load up on Wednesday, and others went by train later on. The crowd in Kingston was immense and the procession past the remains of the dead Premier in the city hall, where they lay in state, was continuous all day up to the hour of the funeral. Sometime before the funeral train passed Perth, the stores were closed, and when it reach the station here a slight halt was made, when the Perth Citizens Band played "The Dead March in Saul," and a few shots from one of the town field pieces fired off by Mr. John Manion. The C. P. R. station was handsomely draped in black, and over the main entrance was the suggestive party motto, "Our Chieftain at rest," showing that the C. P. R. holds itself to be a Conservative railroad.

12/06/1891 Renfrew Mercury Belleville Perth car shop

New men are being taken on at the Perth car shops every day. There are now about 150 men employed, and the prospects are that there will be steady work for some time.

24/07/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth are turning out an average of five box cars every working day, which is a good showing for the number of hands employed.

21/08/1891 Renfrew Mercury Belleville Perth car shop

About 250 men are employed just now in the C.P.R. car shops at Perth. The force is now on grain cars and repairs.

25/12/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth have finished their orders for grain cars, and are now on repairs. A good order for refrigerator cars has been received, and will keep the staff going for some time.

11/03/1892 Renfrew Mercury Belleville Sharbot Lake

The C.P.R. Company contemplates making extensive changes at Sharbot Lake. Surveyors have for several days been taking the lay of the land in that district, and the tracks at the crossing now on the north side of the lake will be removed to the south side to a point called Judges Swamp. This will be done to avoid a steep grade at Maberly.

27/05/1892 Renfrew Mercury Belleville Perth car shop

The car shops at Perth are working on an order for 20 horse cars and 50 compressed air dump cars. The shops have worked very steadily all winter.

27/01/1893 Renfrew Mercury Belleville Perth

The mammoth cheese at the Perth R.R. station has cost the government \$3,089 or about fourteen cents a pound. Considering the special expense of handling it and the cost of the boiler plate tub, press, &c., the cost seems to have been very reasonable.

24/02/1893 Ottawa Journal Belleville Perth car shop

The Perth Expositor says that about ninety men were laid off at the C.P.R. car shop on Friday but they hope to be taken on again shortly.

03/03/1893 Renfrew Mercury Belleville Perth car shop

About 90 men were laid off at the Perth car shops a few days ago, but they hope to be taken on again shortly. The shops have been run very steadily this winter, though on a shorter time.

07/04/1893 Renfrew Mercury Belleville Perth cheese

The big Perth cheese is now being put in order for the Chicago Exhibition. The hoop is being painted as nearly as possible the color of the cheese, and when on exhibition it will be placed on edge, the faces being lettered with statistics of the cheese itself and the cheese trade of Canada. As the railway tracks into the Exhibition building have been taken up, it is necessary that a truck should be built to carry this immense cheese, which, with case, weighs 13 tons, from the station to the Exhibition buildings. This truck is now being built by Stanley, of Perth. The cheese will be placed on it here, and will remain in that position at Chicago. The truck, which will of itself be quite an object for exhibition, will accompany the cheese to England. It is built of oak, most of the pieces being 8 by 10 inches, and on it is placed a powerfully built frame of the same material, on which the cheese will rest. The axles are of steel set in oak frames, and the wheels are of cast iron and about 30 inches high, somewhat similar to car wheels but with tires 8 inches wide. The truck itself will weigh about three tons, and when loaded, about 16 tons. The job is a first class one and a credit to Perth. - Expositor.

14/04/1893 Ottawa Citizen Belleville Perth

Special cheese train will leave Perth on Monday to carry the 11 ton Canadian cheese to Chicago via Windsor. More.

05/05/1893 Renfrew Mercury Belleville Perth

The Big Cheese. An account of the journey to Chicago by Prof. Robertson. A funny thing about the trip was that at every station the train stopped at, the people crowded on the flat car the cheese was on and wrote their names on the box. By the time it reached Chicago there must have been fully 200,000 autographs. There was not two square inches left.

02/08/1893 Ottawa Journal Belleville Perth

Seventy-five men, says the Perth Courier, were discharged from the C.P.R workshops there last week.

04/08/1893 Ottawa Journal Belleville Perth car shop

More men were discharged at the C.P.R. car shops on Saturday and there are now less than 20 employed there. The gangs on the road laying rails and building fences were also discharged. Perth Expositor.

04/08/1893 Renfrew Mercury Belleville Perth

About 100 men were discharged from the C.P.R. carshops at Perth last week. The Expositor says: The farmers are badly in need of help just now and the carshop men would do well to take work in the country for a time. Fifty men are still employed at the shops.

20/10/1893 Renfrew Mercury Belleville Perth car shop

Twenty more men have been taken on at the Perth car shops. This brings the staff to over fifty.

16/03/1894 Renfrew Mercury Belleville Perth car shop

About sixty men are now employed in the C.P.R. car shops at Perth, principally on repairs. All cars now turned out have the old coupling replaced with new self couplers, made under contract at Mr. W.H. Frost's malleable iron works, at Smiths Falls. The manufacture of these couplers is a very large business.

30/03/1894 Perth Courier Belleville Elmsley

Removing Houses - During the winter the second of the C.P.R. houses on upper Craig st was removed and re-erected at Kemptville, and now another has been pulled down and put up again at the Port Elmsley station, where it will be occupied by the section man, and perhaps used as a station house. There are still three of these houses left here, but their unfortunate location neutralizes their usefulness.

11/05/1894 Renfrew Mercury Belleville Perth car shop

Sixty men were discharged from the Perth car shops on Saturday, and as many more were discharged some time previously.

08/08/1894 Ottawa Journal Belleville Perth car shop

The CPR car shops at Perth are almost shut down now, only 12 men being at work on half time.

10/08/1894 Renfrew Mercury Belleville Perth car shop

There are now about 75 men employed in the Car shops at Perth.

27/10/1894 Ottawa Journal Belleville Central Ontario Junction

THIRTEEN CARS WRECKED AND FIRED

A BIG SMASH UP OF C. P. R. FREIGHTS LAST NIGHT.

The description of a witness who has arrived in Ottawa - The Ottawa Express Delayed.

There wa a big smash up on the C. P. R. at Central Ontario Junction near Perth last night. Mr. R. M. Moncur of the Hamilton Coffee and Spice Co., who arrived in the city to-day, furnished the JOURNAL with particulars of the accident.

A long freight train, he says, was coming east when an axle of one of the cars broke and fourteen cars were derailed. The accident occurred about eleven o'clock last night. The car war loaded with flour, bran, and oatmeal, and as soon as they were derailed caught on fire. Mr. Moncur described the burning of the car as a wild scene.

Most of the cars were destroyed with their contents. No one was hurt although some of the train hands had a narrow escape

DETAINED BY THE WRECK

The express from Toronto due here early this morning was following the train that was wrecked and had to remain at the wreck for six hour until the arrival of the express from the east when the passengers were transferred from one train to the other, the eastbound train returning to Toronto with the eastern passenger and the train from the east returning with the passengers from the west.

The Toronto train did not arrive her until noon. The C. P. R. gave the passengers their breakfast at Smith's Falls firee and the train officials were very kind.

30/11/1894 Ottawa Free Press Belleville Perth

The C.P.R. carshops at Perth have been closed down, ostensibly for one week, but that means for a time that cannot yet be determined. The hands feel more or less blue over the winter's prospect. Perth Courier.

21/12/1894 Renfrew Mercury Belleville Perth car shop

The Perth car shops ar working on half time.

01/02/1895 Brockville Recorder Belleville Perth

About thirty men have been taken on at the C.P.R. car works in Perth. They will be given about two days work in a week.

11/10/1895 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth are again closed down, for an indefinite period.

22/11/1895 Renfrew Mercury Belleville Perth car shop

From the Perth Erxpositor.

A large number of men have recently been taken on at the car shops, and work is booming down there now.

13/12/1895 Brockville Recorder Belleville Perth

Work is lively just now at the C.P.R. carshops in Perth. The men are principally engaged on grain cars.

20/12/1895 Renfrew Mercury Belleville Perth car shop

From the Perth Expositor.

About forty men were laid off at the car shops on Saturday evening. There are now about 135 working there.

12/06/1896 Renfrew Mercury Belleville Perth car shop

Work seems to be booming at the Perth Car shops, with a prospect of its continuing. A large staff is now at work, and we earn that about 400 stock cars, besides a large number of refrigerator cars, is on the order book. The livestock trade is rapidly increasing on the C.P.R., for which hundreds of cars are wanted, and the shops are likely to be taxed to their limit for some time to come. The air brake is being put on all stock cars now being built, so by the end of 1898, as the law passed at the last session stipulates, all freight trains will be equipped with the air brake. We understand that the output is eight cars per day. - Perth Courier.

28/05/1897 Renfrew Mercury Belleville Perth car shop

There are 143 men employed in the C.P.R. car shops here, and there is a big hum in the works now. The managing foreman, Mr. Duval, has just finished an order for 60 patent dump cars, and the men are now working at an order for 100 refrigerator cars of the latest improved pattern. There is also building at the shops a self propelled pile driver, which, instead of working with the time honoured weight, which is lifted up skyward and then let go, drives the pile home with a Naismith steam-hammer, and does it in a tithe of the time by the new method. This hammer was made in Toronto, and is a fine piece of mechanism. The dump cars just turned out are for filling in between the trestle work of bridges over gullies and approaches to streams, between Lake Nipissing and the Manitoba prairies. The C.P.R. are filling in the trestle work as fast as they can and raising the track at the same time at these points, the trestle bridges having been built when the road was made, as a temporary expedient. Courier.

07/06/1897 Ottawa Free Press Belleville Perth car shop

Kingston. It is said that the Perth car shops have secured an order from the Canadian Pacific Railway for 400 box cars of 60,000 pounds capacity each. These cars will be used in the grain and general traffic business. This order will keep the shops busy until Christmas.

11/06/1897 Brockville Recorder Belleville Perth car shop

It is rumored that specifications have been made for materials for 400 box cars of 60,000 pounds capacity, to be built at the Perth car shops. This order will occupy the shops until Christmas.

10/09/1897 Renfrew Mercury Belleville Perth car shop

Eight of the nine new machines ordered for the C.P.R. car shops are in place; the ninth, a steam hammer, will follow shortly. Two gangs of men are now at work, the night shift workig till 12 o'clock midnight. When the new machines are all and arrangements with the hands made to suit it is expected that ten box cars per day will be turned out - five cars on each of the two tracks. The shops are a hive of workers. - Courier.

24/09/1897 Renfrew Mercury Belleville Perth

Three hundred and five men were on the roll-call of the shops here on Wednesday. - Perth Courier.

22/10/1897 Renfrew Mercury Belleville Perth

The Courier says the C.P.R. shops at Perth have lately received an order for 250 box cars, which will keep the shops going until Christmas.

19/11/1897 Renfrew Mercury Belleville Perth

About twenty-five hands were laid off the carshops last Tuesday at noon. They are the night shift from the blacksmith shop; but those in the machine shop are still on, although they too will soon be dismissed. The work is now being caught up with.

10/12/1897 Renfrew Mercury Belleville Perth

An order has been received from the C.P.R. head office in Montreal by the carshops here to build 20 first-class passenger cars and 10 sleepers. This is a new business for the shops here, as nothing finer than box cars and refrigerators has been attempted in Perth before. Mr. Dubal, the manager, will be able to turn out this fine work successfully, and perhaps this may lead to a department for this sort of work being added to the shops here. Everything but the upholstery will be done in the shops here.

17/12/1897 Renfrew Mercury Belleville Perth car shop

The material for the coaches and sleepers to be built in the car shops has commenced to arrive, and already several additional men have been taken on at the work. - Expositor.

24/12/1897 Renfrew Mercury Belleville Perth

An order has been received at the C.P.R. shops here for 500 box cars, and Mr. Duval expects to build 1,200 of those next season. He will start on the passenger cars as soon as the material reaches here, and some of it has already arrived. About 100 men are now employed at the shops. - Courier.

25/01/1898 Ottawa Free Press Belleville Perth

Bearing upon the increased outlook for trade during the present year, the Perth car works are working full time on an order for 1,500 freight cars, which are to be ready by March 1.

20/05/1898 Eastern Ontario Review Belleville Perth car shop

The C.P.R. purpose putting in a number of new sidings on their transcontinental main line this year. All the sidings will be put in with a view to double tracking in the near future. The freight traffic is greatly increasing and the car shops at Perth, Ont., have been ordered to rush 250 flat cars which will immediately be put in service.

01/06/1898 Ottawa Free Press Belleville Perth

The C.P.R. are preparing a large addition to their rolling stock at the Perth workshops. There are 250 flat cars, 200 box cars, and 50 coal cars now in course of construction there, for use generally over the road.

23/07/1898 Ottawa Free Press Belleville Perth car shop

Ten new cars per day are being turned out of the C.P.R. car shops at Perth just now. Some of the staff work fourteen hours a day so great is the demand for rolling stock.

29/07/1898 Eastern Ontario Review Belleville Perth

Ten cars a day is the record of the C.P.R. shops at Perth at the present time. The men are working 14 hours a day.

23/09/1898 Renfrew Mercury Belleville Perth

The C.P.R. engine house, which has modestly stood its ground, without intruding itself on public notice, for the past thirty-eight years, has been reshingled. Perth Courier.

07/10/1898 Eastern Ontario Review Belleville Perth

A library and reading room has been started in connection with the C.P.R. shops at Perth.

16/12/1898 Renfrew Mercury Belleville Perth

The Perth carshops are likely to be kept busy this winter. Orders are now in for 300 box cars, 60 coal cars and 50 flat cars. The shops are at present capable of turning out 12 cars per day.

20/12/1898 Ottawa Citizen Belleville Perth car shop

The Perth car shops are likely to be kept busy this winter as there are orders for 300 boxcars, 80 coal cars and 50 flat cars. Owing to lack of room in the shops, the cars are being sent to Toronto for painting, which will cause the laying off of a number of painters. The shops are at present capable of turning out 12 cars a day.

21/04/1899 Renfrew Mercury Belleville Perth car shop

Work was again commenced at the car shops here, at full blast, on the first of the month, and at present there are about 300 men employed.

28/04/1899 Renfrew Mercury Belleville Perth car shop

Thursday last week, a strike by part of the erecting gang in the C.P.R. car shops took place, and made quite an excitement throughout the town. The strike arose out of the claim of the men that extra work was sought to be placed upon them over their contract duties in building the cars by asking them to bring in heavy sills from the yard, when the practice had been to have these pieces, which weighed about 600 pounds, placed conveniently near their work. Next day, the men and the managing foreman met at the shops and the matter was arranged by the foreman cancelling the claims of the erecting gang, and work went on as usual. - Perth Courier.

01/09/1899 Renfrew Mercury Belleville Perth water

The stone is on the ground for the foundation for the new water tank at the C.P.R. depot. The ravages of time are telling on the one used at present, and besides the company has decided to have the water supplied to the tank from the waterworks. The new structure will be a substantial one.

26/10/1899 Ottawa Citizen Belleville Perth car shop

Perth. A number of men is engaged extending the waterworks to the C.P.R. car shops. When the work is completed the shops will have first class fire protection.

27/10/1899 Renfrew Mercury Belleville Perth

There are at present 203 men employed in the carshops. - Perth Courier.

27/10/1899 Perth Courier Belleville Perth

WATERWORKS FOR C.P.R. PROPERTY - the C.P.R. managers have signed a ten year contract with the Water Company here (The Canadian Electric and Water Power Co.) for a supply of water for the carshops, the engine-tank and the station, and workmen are now engaged in digging the main trenches and putting in the pipe. The carshops will be gridironed with waterpipes and well supplied with hydrants, so that for the uses of the shops and fire protection there will be ample provision. The old water-tank at the station will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that the company will require here about 25,000 gallons per day.

09/11/1899 The Record, Chesterville Belleville Perth car shop

The CPR have signed ten year's contract with the Canadian Electric and Power Co. of Perth, for supply of water for the car shops, the engine tank and station, and workmen are now engaged in digging the main trenches and putting in the pipes. The car shops will be gridironed with water pipes and well supplied with hydrants so that for the uses of the shop and the fire protection there will be an ample supply. The old water tank, now at the station, will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that at Perth the railway company will require 25,000 gallons of water per day.

17/11/1899 Renfrew Mercury Belleville Perth

The C.P.R. carshops here are turning out seventy box cars per week, or over eleven each day. - Perth Courier.

10/02/1900 Ottawa Citizen Belleville Perth car shop

The C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard 30-ton refrigerator cars for freight service and 25 refrigerators for passenger service. The order is to be completed by the first of July.

02/03/1900 Renfrew Mercury Belleville Perth car shop

A paragraph in the Montreal papers says that the C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard and 30-ton refrigerators for the passenger service. This order is to be completed by the first of June.

18/04/1901 The Record, Chesterville Belleville Perth

A good story was told by a travelling man last week that illustrates the speed of the local trains of the CPR - says the exchange. The train had been slower than usual that day and the passengers were thoroughly disgusted. Among them was a nervous woman and a boy. During the trip the conductor came around and the lady presented him with a full ticket and a half fare for the boy. The conductor looked at the boy a moment and then said "Isn't that boy more than twelve years old?" Quick as a flash the lady replied: "He wasn't when he left Perth, but I think he will be a voter before we reach Montreal." The conductor accepted the half fare ticket and moved on.

09/08/1901 Renfrew Mercury Belleville Perth

There are now nearly two hundred men employed in the C.P.R. carshops, among them being about one hundred French Canadians brought in this week. The shop is full of prders for box cars to move the great grain crop ripening in the Northwest.

09/08/1901 Eastern Ontario Review Belleville Smiths Falls

Alleged Train Wrecking

Smiths Falls, Aug 7. What appears to have been an attempt at train wrecking was made here yesterday morning about one o'clock. The Montreal express was coming in preceeded by an engine running light, when just as the latter reached the edge of town an explosion occurred, raising up the front of the light engine and tearing off one of the driving wheels, but otherwise doing very little damage. A short time ago heavy pieces of iron were placed on the track near the same place. The air is full of surmises, but it has not yet been discovered who committed the outrage. It is hoped that the perpetrators may speedily be discovered and justly dealt with.

12/03/1902 Ottawa Citizen Belleville Perth car shop

Although it has been announced that the local C.P.R. car shops will be moved to Montreal there will be considerable work there for some time as the C.P.R. has just completed the annual order for rolling stock, the most of which will be manufactured at Perth. Of freight cars there will be manufactured in Perth: 719 40-ton flat cars, 300 40-ton coarcars, 55 standard vans, 50 30-ton refrigerator cars, 270 stock cars and 1,350 40-ton box cars.

21/03/1902 Renfrew Mercury Belleville Perth car shop

All the cars, both flat and box, now turned out at the C.P.R. car shops here have a net capacity of 80,000 lbs. each or 40 tons. These are very different from the cars of not many years ago when ten and fifteen tons was the average capacity. The new C.P.R. carshops at Montreal will number eighteen brick buildings but the officials have informed the Montreal papers that the shops at Perth, under the new plan, will be used for repairs. This means that the shops will not be removed from here, but only the character of the work changed. -- At present the shops at Perth were never so busy before, and they employ a much larger force of hands than at any time previous.

18/04/1902 Renfrew Mercury Belleville Perth car shop

From the Perth Courier - about 220 hands are at present employed in the car shops here, which are busy on the biggest order of cattle cars since the energetic master-builder, Mr. H. Weston, took charge here. There are also orders ahead for box, refrigerator and flat cars of a good type.

13/06/1902 Renfrew Mercury Belleville Perth car shop

The car shops are at present turning out about ten coal cars per day. This is severely taxing the capacity of the machine and blacksmithing shops, as these cars entail much more iron in proportion than do the ordinary box cars. --

05/07/1902 Ottawa Journal Belleville Perth

Perth shops of CPR burned.

A serious fire early this morning.

Blacksmith and machine shops and office were totally destroyed. Watchman missing.

More.

10/07/1902 The Record, Chesterville Belleville Perth car shop

The blacksmith shop, machine shop, oil house, main offices, four box cars, together with a large amount of valuable machinery in the Canadian Pacific Railway car shops in Perth were totally destroyed by fire between 4 and 5 o'clock this morning. The first was first noticed in the blacksmith shop and supposed to have started from one of the various furnaces in use. Alarms were immediately sounded and responded to by the firemen and several hundred citizens. About ten lines of hose were attached to the hydrants in the Canadian Pacific Railway shops but the fire had gained great headway and it was with much difficulty that the adjoining wood mill was in flames several times, but the firemen worked hard and finally had the fire under control, but not before the above mentioned property was consumed. As a result of the fire 300 men are thrown out of employment. Night Watchman Roland Burr is missing. He was seen entering the blacksmiths shop after the fire was raging but has not since been found. The burnt buildings will be rebuilt immediately.

15/08/1902 Renfrew Mercury Belleville Perth car shop

About 200 men are now employed at the C.P.R. car shops here. A start is now being made on an order for one thousand 40-ton boxcars, which order is expected to keep all hands busy for nearly all of the next four months.

28/11/1902 Renfrew Mercury Belleville Perth car shop

From the Expositor - Last Monday was pay day in the car shops and the pay roll was one of the largest in the history of the shops. The total amount paid out to the workmen was over \$11,000. In some of the departments it is necessary for the men to work over time to keep those in other branches supplied with material, and in consequence of this the men are earning large wages.

29/01/1903 The Equity, Shawville Belleville Perth car shop

About 10 new cars are turned out of the Perth car shop each day. A freight car costs about \$600, thus about \$6,000 worth of material is used each day.

28/10/1904 Renfrew Mercury Belleville Perth car shop

Much of the machinery used in the car shops at Perth has been taken to the big C.P.R. shops at Montreal, and many of the employees have removed from the county town to Montreal. It is now given out that the shops will not be totally removed from Perth but will be used as repair shops employing from 50 to 75 men permanently.

27/12/1905 Chesterville Record Belleville Perth

A distressing accident occurred here at ten o'clock this morning which resulted in the instant death of master Ralph Wilson aged fourteen years youngest son of Mr. Albert Wilson, of the firm of Wilson & ?. Deceased was playing hockey ? with three companions, William Charlton, Fred Thompson and ? McIntyre. A freight train appeared going ? and deceased suggested to his companions to board the train and have a ride. The other boy refused to do so and tried to dissuade young Wilson from boarding the train. He was determined, however, and in the act his foot was caught and he fell under the train. He was horribly mutilated and crushed and his cries for help attracted the attention of the train crew. The train was stopped and the various parts of his body which were strewn along the track were picked up and taken back to the CPR station.

Coroner A.W. Dwyer was notified and decided that an inquest was unnecessary. The remains were then taken to Messrs. Hogg and Thompson's undertaking establishment to be prepared for burial. Deceased was a popular young fellow, especially among his companions at the Perth public school. The sad accident caused great regret in Perth and deep feelings of sympathy for the bereaved parents and family.

03/04/1907 Renfrew Mercury Belleville Perth car shop

From the Perth Courier: The C.P.R. car shops are being torn down, and the lumber is being used to build 40 feet more to the present freight sheds. The present doors in the sheds are being altered to suit the long freight cars now in use on the C.P.R.

26/05/1911 Eastern Ontario Review Belleville Perth

One year ago Mr. Patterson a farmer living near Perth, lost a pocket book containing over \$100 and no trace was ever found of it until a few days ago when workmen engaged on the double tracking of the C.P.R. came across a purse which was almost rotted away. The remains of two ten dollar bills was all that was left, the balance having become decayed.

19/03/1912 Ottawa Journal Belleville

Contract let for C.P.R. shore line between Agincourt and twenty miles west of Smiths Falls to Deeks and Hinds. More.

03/05/1912 Eastern Ontario Review Belleville Perth

A Railway Tunnel at Perth

Perth, April 27 - A railway tunnel is so far unknown in this part of Ontario, but on the new C.P.R. line there will be a 900-foot one just west of Christie Lake. Mr. McGraw, foreman of the contractors, Messrs. Larkin & Sangster, of St. Catharines here now and work will soon be commenced.

The tunnel will require a year to construct, working day and night shifts, of 10 hours each. An air compressor plant will be installed at the tunnel to work ten drills.

10/01/1913 Eastern Ontario Review Belleville Christie Lake

Explosion Kills Three

Perth, Jan 5. - Murdoch's construction camp, on the new C.P.R. line from Smith's Falls to Belleville, near Christie Lake was the scene of an accident which resulted in the death of three workmen.

They were in the act of loading a hole when it exploded killing an Englishman named Court instantly and injuring three others, two of whom died after doctors arrived. They were both Scotchmen, Alex McTavish and Alex Morrison. The latter lived in Forrester's Falls, Ont., and leaves a widow and family. The fourth is still living, although he has a serious injury to his spine

29/05/1913 Globe and Mail Belleville

Contract Awarded For 85 Buildings

Toronto Globe, 29 May 1913, p15 c5 and c6

The Canadian Pacific Railway Co. has awarded a contract for the construction of all of the buildings along its new line, about 180 miles in length, extending from the present main line at Glen Tay, Ont., near Smith's Falls, to the main line at Agincourt, which was awarded to John S. Metcalfe Co., Limited, Montreal and Chicago. The contract includes seven brick stations, twelve wooden stations, nine 40,000 gallon water tanks, a twelve-stall engine house with turntable, machine shop, coaling plant, ash pit and sand house, seven station residences, twenty-five tool-houses and miscellaneous buildings, a total of about eighty-five structures.

Work on the new line is progressing rapidly under the direction of C.W.P. Ramsey, Engineer of Construction, and it is the intention to have all of the above buildings ready for use by the end of the present year.

27/06/1913 The Globe Belleville Parham

Ten men killed in construction camp.

Heavy loss of life in explosion of dynamite

Inquest to be held today

Italian consul in Toronto asked for delay in the inquiry so that he might be represented by counsel - eight bodies recovered.

Kingston June 26 - At 11.30 o'clock Wednesday night a terrible fatality occurred eleven miles west of Parham in No. 2 construction camp of the new C.P.R. line. Ten men were killed.

Michael Guirey, an Italian foreman for Johnson Bros. assisted by a dozen of his fellow countrymen, were engaged in preparing a heavy blast to be set off in order to have material to muck out to-day, when in some unknown way a spark was generated causing the explosion. More.

Repeated in Ottawa Journal for June 26. Globe account is more detailed.

Page 1.

Peter Stephen the veteran agent of the CPR has been in the general hospital for the last few days suffering from eye trouble. His many friends will be glad to see him about again.

Cannot fill Sink Hole

The sinkhole at Sucker Lake, which is causing so much trouble and the holding up the opening of the new lakeshore line of the CPR, is a mystery to the engineers.

It is only about 300 feet across the shallow end of the small lake. A forest of timber and a mountain of stone and gravel have been used in the endeavor to fill the hole. On a number of occasions this hole has been filled in but to the disappointment of the engineers the material continues to disappear.

07/04/1914 *Rideau Record**Belleville**Perth*

Perth Does Not Like It

Because the locomotive on the Perth local train from Montreal is too big for the turning table at Perth it is turned each night at Smiths Falls and runs up from here and back this far each morning wrong end to. This has offended the aesthetic taste of Perth and a protest will be entered with the company. Along with it a demand will be made for a Y so that the engine may be turned as it should be.

21/04/1914 *Rideau Record**Belleville**Smiths Falls*

Council Meeting excerpts

Mr. Forbes, C.P.R. resident engineer wrote to ask what the Council's objections were to the proposed method of draining the Chambers street subway and what proposition it had to improve it.

14/05/1914 *ei**Belleville*

Inspecting New Road

Business and pleasure were mingled on Tuesday in connection with an informal inspection by C.P.R. officials of the new Lake Shore line of the company - business as respects the examination of the state of the road which was bound to be admirable condition and pleasure as regards the cordial manner in which the officials were received by the people of the various town through which they passed.

The inspecting officials were Mr. Alfred Price, assistant general manager of the company, Montreal; Mr. J. T. Aartundel, general superintendent; and Mr. J. Hirschberg, divisional engineer Toronto. Accompanying them were Messrs. C. B. Foster assistant general passenger traffic manager; G. H. Ham of Montreal; and M. J. Murphy district passenger agent of Toronto with some local officials. Although nothing but a vague intimation was given of their coming, there were large gatherings of prominent citizens at several towns, who gave visitors a cordial welcome. At Port Hope and Oshawa the party were driving through the towns and the latter place welcoming speeches were informally delivered to which happy responses were made by Mr. Price and Mr. Ham. Belleville, Coburg, Bowmanville and Whitby were also visited. The road was found in excellent condition - the picturesque stations nearing completion and everything in readiness for the inauguration of a freight service about the first of June, to be followed by passenger service a few weeks later.

11/06/1914 *Rideau Record**Belleville*

Opening New Line

The Lake Shore line of the Canadian Pacific Railway opened for business on Monday June 1st. Through freight trains started simultaneously from Toronto and Smiths Falls at precisely 8:45 a.m. The freight train from Smiths Falls consisted of sixty-five cars loaded with merchandise from Montreal bound for Toronto. The crew was made up as follows: - Conductor Deegan, Engineer Taylor, Fireman Zufelt, Brakeman Carter and Griffiths and Pilot Manion. All through freight is now being sent over the new line, and because the grades are better heavier trains can be handled. The dispatchers office in Havelock has been closed and the operators sent to Toronto. The assistant Superintendent, formerly resident of Havelock has been moved to Trenton and it is rumored that passenger service over the Lake Shore line will be inaugurated about the 1st. of July.

29/06/1914 *Ottawa Journal**Belleville*

Passenger traffic over the new C.P.R. lake shore route was initially opened this morning when the first passenger train carrying 98 passengers with five coaches, left the Broad Street station at 10 o'clock for Toronto. This train will traverse the new line touching at all the places of importance between Belleville and Toronto and arrive at the Union station at 4.50 This is remarkable speed as the distance covered in a little over 6 1-2 hours is about 265 miles an average of about 40 miles per hour.

The main line is used as far as Glen Tay when the new line shoots south towards the shore of Lake Ontario, making the trip one of unexcelled beauty.

30/06/1914 *Ottawa Citizen**Belleville*

C.P.R. opens new line.

Better Connection Ottawa to Lakeside Points.

A new service between Ottawa and Toronto was inaugurated Monday (29/06) by the Canadian Pacific Railway when the line passing through Belleville, Trenton, Brighton, Cobourg, Port Hope, Newcastle, Oshawa, Whitby and other points along the shore of Lake Ontario was opened. The first train left Broad Street station at 10 o'clock. This new line branches off the old direct line line not far from Perth at Glen Tay. With this new route in operation it will now be possible for people to travel direct between lakeside points west of Belleville and Ottawa, something which has not been possible before. The service over the new line will run on about the same schedule as that over the direct line.

07/12/1914 *Kingston Daily British Whi**Belleville**Perth*

After standing fifty-six years the turntable in the railway yard in Perth has been taken away, and the hollow site filled up.

19/03/1915 *Renfrew Mercury**Belleville*

Passenger trains first began to run regularly between Smiths Falls and Perth on February 17th 1859, The main line between Brockville and Almonte was opened on August 22nd of the same year. The section from Carleton Place to Ottawa was not completed until September 20th 1870. Between the date of the first train running from Smiths Falls to Perth and the opening of the thorough line to Toronto on the 11th day of August, 1884, twenty-five years elapsed. Smiths Falls Record.

Freight Trains Collide at Christy Lake

The first accident which has occurred on the new C. P. R. lake shore line between Glen Tay and Trenton happened at Christy Lake shortly before 8 o'clock Monday morning. Luckily no one was killed or injured although considerable damage was done to the rolling stock and tracks. A west bound freight was taking the siding a few hundred yards west of the depot and before it had completely cleared the main line a freight train bound east crashed into the former. Neither of the trains were proceeding at any great speed, which luckily prevented a more serious accident. Immediately after the accident happened a telephone message was forwarded to the C. P. R. auxiliary wreck crew at Smith Falls, as well as to the work train crew (numbering about fifty) at Mud Lake bridge. Both of these trains hurried to the scene and the crews were soon at work clearing the main line. This was accomplished shortly before the time due for the arrival of the noon express. The cars struck by the freight engine were loaded with flour and it was strewn from fence to fence. The cylinder of the engine and other forward parts were badly damaged while the ties at the switch were torn to splinters. Roadmaster Miram [sic] Long was early on the scene of the wreck and superintended the work. Several freights in transit were delayed all along the line. The accident attracted a large number of summer visitors at the lake as well as many of the farmers from the surrounding country.

THREE C.P.R. PULLMANS OVER 20-FT EMBANKMENT

Toronto People Slightly Injured in Wreck Near Sharbot Lake

ESCAPE OF SOME WAS MIRACULOUS

SLIGHTLY INJURED.

Mrs. W.J. Duncan, 75 Prince Arthur Avenue, Toronto, slightly bruised.

Dr. T.F. Graham, Hamilton, injured back and inside

J.M. McLaren, Ottawa, cheek bone and right hand cut

J.M. Levoie, Ottawa, head cut

Capt. Hutt, American legion, right arm sprained

The C.P.R. train leaving Ottawa last night at 11:10 o'clock and due to arrive in Toronto at 7:30 this morning, was wrecked about a mile east of Sharbot Lake (near Perth) at 2:15 this morning. Three Pullman coaches on which there were many Toronto and Ottawa passengers, left the track and rolled down a 20-foot embankment. A fourth coach was prevented from leaving the track by striking a rock projection in a rock cut about 100 yards west of the wrecked coaches. All the passengers on the wrecked Pullmans miraculously escaped injury, and the prompt assistance of conductor J.E. Elliott, conductor Angus Carmichael and the porters was the means of releasing the passengers from their positions of imprisonment in the wrecked coaches.

Rail Broke, Caused Wreck.

The cause of the wreck was a broken rail about a mile and a quarter mile east of Sharbot Lake. When the second Pullman coach jumped the track, it was fully a quarter of a mile east of where the engine was brought to a standstill. There were four Pullman coaches, one first class coach, a baggage car and a mail car on the train. The baggage and mail cars and the first-class coach with the engine did not leave the rails. The first Pullman coach would have left the rails if the rear end had not collided with a projecting rock just east of where the three rear Pullman coaches rolled down the embankment. The rear truck had left the rails before the cut was reached, and the front truck would also have left the rails if the car has not been thrown over on the roadbed by the collision with the rock. On this car there were several of the representatives of the Dominion Alliance, who were returning from a field Sunday's work in Ottawa and surrounding district. In the party were Joseph Gibson, Ingersoll, Rev. Ben. H. Spence, D.A. McDermid, J. Bailey, Thos. Yellowlees, Rev. Dr. John Ross, Rev. W.A. Campbell and Rev. P.M. McDonald, Toronto. As a car in which the temperance workers were traveling did not entirely leave the rails, none of them suffered more than a good shaking up.

Coaches Turned Over

The passengers in the three Pullman coaches are congratulating themselves upon their miraculous escape from death. Two of these coaches were turned completely over, while the third was standing and an angle of 50 degrees with the front-end at the foot of the embankment and the rear-end pointed towards

Continued on page three

3 C.P.R. PULLMANS OVER EMBANKMENT

(Continued from Page One.)

the rocks half way up the embankment.

When the second Pullman coach left the rails, the wheels kept about 10 inches to the south on the south side of the respective rails, and kept to the road bed for 300 or 400 yards when it swerved to the south, pulling the two following coaches with it over the embankment.

Ex-controller Thompson was on the first coach to leave the rails, and in describing the accident states that he was aroused from sleep by the bouncing of the car over the ties. He recognized at once that the car was off the rails. A few moments elapsed and he felt the car lean over on the south side. It had only gone a few more yards when suddenly it rolled over stopped at the foot of the embankment. There were no lights in the car. Passengers could heard be calling to each other.

Mr. Simpson's Story

"As the car rolled over I was expecting to be crushed but I merely slid to the side of the car and did not feel the slightest pressure from the berths that followed from to the other side of the car," said Mr. Simpson. "I was just beginning to grope for freedom when I heard a passenger moving above me. I asked him if he was hurt and he replied that he was alright. The passenger was J.H. McLaren, an electrical engineer of Ottawa. He immediately began to break the glass in the window above me, and as he was doing so I heard the groans of a passenger about two berths from where I was. This was Dr. T.F. Graham, of the 86th Machinegun Section, Hamilton, Ont. He had been pinned between the lower berth in which he was sleeping and the lower part of the upper berth. He called for help, but as he was calling he was making a desperate effort to relieve himself. He had sustained injury to his back and side, but with the assistance of one of his fellow passengers and Conductor Elliot, he was able to crawl along the upturned car to the entrance.

"To get out of the car, the passengers had either to climb through the windows above their heads or crawl along the passage that have been formed between the upper berths and the roof of the car, then along the narrow passage on the side of the smoking apartment until the entrance to the car was reached. In the wreck the swing door between the smoking apartment pending car had been jammed and it was great difficulty that it was forced open. The heavy door leading from the platform to the interior of the car had also been closed but it was forced upward and held by the clamp above it.

"Conductor Elliot had to urge the passengers to leave the upturned car as soon as they could get out. He had extinguished a small blaze at the end of one of the cars and was afraid that more serious fires might break out. After considerable urging, the passengers began leave the cars in their night robes, and wrapped up in blankets that could be released from the wreck. They were directed to the Pullman coach that was half on the rails and half on the roadbed."

A. Monro Grier, K.C., of Toronto, accepted the situation philosophically, and, wrapped in the car blankets, seated himself between the rails from which the Pullman coaches have been hurled down the embankment. Mr. Grier stayed in that position until his clothes were extracted from the wreck.

Mrs. Duncan was assisted from the upturned coach to the coach that had only partly left the tracks. She was provided with blankets from one of the coaches and, apart from the fright and only a few bruises, did not suffer seriously. Her clothes were soon found in the upturned car, and within half an hour after the wreck, she chatted freely with the passengers about her trying experience.

Ex-controller Simpson was able to get out of the car without assistance, and to protect his bare feet from the cinders on the track, walked on one of the rails from the wreck to the Pullman coach that he escaped the wreck. He was provided with a suit of clothes by one of the passengers, and returned to the wreck where he succeeded in finding all his belongings. He afterwards assisted the other passengers in their effort to find their missing clothes and valuables.

Those Slightly Injured

J.M. McLaren sustained a slight cut on the cheek-bone and a few cuts on his right hand in his successful effort to fight his way to freedom through one of the car windows.

J. Mederic Lavoie, of Ottawa, sustained a deep cut on the back of the head but was able to walk around and chat freely with the passengers.

Sergt. Rutherford, of the 2nd Field Company, first contingent, who lives in Brampton, was a passenger on one of the up-turned coaches. He just crossed the Atlantic on the steamer Corinthian and stated that he was on a leave of absence, following actual service in France. He was in the battles of Ypres, La Chapelle and Givenchy, and was injured with a waggon wheel in the battle of Ypres. Commenting on his experience, Sergt. Jim Rutherford said it would have been a strange fate if he had evaded German bullets to succumb to a railway accident in Canada on his way home on leave of absence. He said he would return to France June 1.

Two Slept Through

The passengers of the "turtled" Pullman cars could not refrain from laughter as they heard of the experience of C. Calvin, a law student of Kingston, who has just passed through the examinations at Osgoode Legal School. The jarring of the Pullman car as it pounded over the ties, the swerving and rolling of the car and the calls of the passengers did not arouse young Calvin from his slumbers, and it was only when he felt a fellow passenger walking over his feet that he aroused himself to the danger he was in. His slumber, however, saved him the experience of a fright as the upturned car had ceased its motion when he woke.

Sergt. Rutherford had a similar experience to that of young Calvin. He did not realize the danger he had encountered until it was all over.

Captain Hutt of the American Legion, was not quite as fortunate as some of his fellow-passengers. In the turning over of the coach in which he was sleeping his right arm was forced through one of the coach windows and sustained a sprain that was rather painful. This injury, however, was not serious. He was able to hold it up without the help of a sling.

Mrs. Duncan of Toronto who was the only lady passenger on the train, intended to stay a week longer in Ottawa but grew homesick for her two children and decided to return home last night. The change in plans almost led to a serious accident. She was congratulated by Conductor Elliot and the passengers upon the courageous manner in which she passed through her trying experience.

Mr. Thomas Yellowlees, the well-known Sunday school worker, was in one of the wrecked coaches. He had received a hurry call while addressing a meeting in the interests of the Dominion Alliance in the vicinity of Ottawa. News had reached home that his son, who was one of the administrators with the base hospital staff of the University of Toronto at Solaniki, had met with a "serious accident." (The son, Dr. Norman Yellowlees was announced drowned to-day). Mr. Yellowlees had engaged two motor cars in order that he might catch the 11.10 train at Ottawa. The wreck, however, delayed his arrival in Toronto, about five hours.

PASSENGERS IN WRECK

Mrs. W.J. Duncan 75 Prince Arthur avenue, Toronto.
A. Munro Grier, K.C., Toronto.
Ex-controller James Simpson, 129 Indian road, Toronto.
D.H. Reynolds, traveling immigration inspector.
Capt. C.M. Ingle, inspection staff of Paymaster-General, Ottawa.
Arthur Gibson, Department of Agriculture, Ottawa.
J.H. McLaren, electrical engineer, Ottawa.
Milton E. Rous, of Lowe-Martin Co., Limited, Library Bureau Systems.
J. Mederic Lavoie, cigar manufacturer, Ottawa.
J.H. Hebert, commercial traveler, Ottawa.
Dr. T.F. Graham, 86th Machine Gun Section, Hamilton, Ontario.
C.H. Keeling, Ottawa.
Dr. T.D. Higginson, Ottawa.
W.D. Matthews, Ottawa.
D.A. McDermid, Toronto.
J. Bailey, Toronto.
Jos. Gibson, postmaster, Ingersoll, Ontario.
Thomas Yellowlees, Toronto.
Dr. John Ross, Presbyterian minister, Toronto.
Rev. Ben H. Spence, Toronto.
Rev. W. A. Campbell, Toronto.
Rev. P.M. McDonald, Toronto.
C. Calvin, law student, Kingston, Ontario.
A. G. James, Ottawa.
Captain W.M. Hutt, quartermaster-sergeant, 97th Battalion, Toronto.
Sergt. Rutherford, Brampton.

08/05/1916 Ottawa Journal

Belleville

Perth

Five Ottawa Men Were In Train Derailed Near Perth

Details of the derailment on the C.P.R. near Perth last night show that among those in the train were James Simpson, former controller; Rev. Ben Spence. D.H. Reynolds of the immigration department, Ottawa; W.D. Matthews, Ottawa; Captain Hutt, 97th Battalion, whose left arm was hurt; T.D. Higginson, Ottawa; ex-Ald. Lavoie, Ottawa, whose head was badly cut, and J. Pharand of Hull.

One passenger, Dr. T.F. Graham, of the 86th machine gun section of Hamilton, was injured, his back and side being crushed, but not seriously.

FIVE OTTAWA MEN INJURED IN WRECK

C. P. R. Announces Names of Passengers Hurt When Train Ditched Near Sharbot Lake. Five Ottawans and four others were injured, though not seriously, when two day coaches and a sleeper of the west-bound C. P. R.. Montreal - Toronto train were derailed at 2.30 yesterday morning near Sharbot Lake.

The sleeper after leaving the rails turned over on its side in a ditch, but the two day coaches, although they left the rails remained upright. The train was not travelling at a high rate of speed at the time and this is taken as one explanation as to why more serious consequences did not attend the derailment.

The official list of Ottawans injured. given out by the C.P.R. is as follows:

Mr. C. A: Connolly, 366 Waverly street, knee and ankle cut.

Mr. Arthur Gibson, Holbrooke Apartments, shoulder injured.

Mr. J. H. McLaren, room 310 Booth Building, shaken up.

Mr. J. Mederic Lavoie, 172 Rldenu street, cut on back of head.

Mr. E. H. Hebert, 38 Ottawa street, back injured.

Other who received' injuries are:

Joseph Gibson, Ingersoll, right hip injured.

Mrs. W. J. Duncan, Toronto, side and hip hurt.

Captain .Hutt, 97th Battalion, Toronto, and and leg hurt.

G.. F. Graham, 86th Battalion, Hamilton, back and side injured.

So far as could be ascertained today all of the Ottawans in the wreck continued on their journey. The first notification of .the accident was received In Ottawa from Mr. M. J. Lavoie, who was on his way to Goderich with Mr. Pharand of Hull. The notification was to the effect that Mr. Lavoie. was not badly injured and was continuing his journey.

Mrs. Arthur Gibson also received a telegraphic message from her husband who is chief. Dominion Assistant entomologist, to the effect that he had not been seriously injured in the derailment and was proceeding on his way to Strathroy.

When news of the accident reached Perth and Smith's Falls, doctors were sent out and rendered whatever medical aid was required.

20/05/1918 *Ottawa Journal**Belleville*

Two are Killed in Christie Lake Wreck

Passenger and Freight Collide.

Several passengers hurt

A head-on collision occurred between a freight train going west and passenger train No. 22 from Toronto to Montreal, on the Canadian Pacific Railway at 4 o'clock yesterday a.m., near Christie Lake, Ont, which resulted in the deaths of Fireman Butland and Brakeman Martin of the freight train. The engineer of the freight escaped unhurt. The engineer and fireman of the passenger train were slightly injured, and many of the passengers, who were in their berths were considerably shaken up, but none was injured sufficiently to require medical care. The bodies of the two trainmen who were killed were removed to Christie Lake for the inquest.

Both engines were badly smashed, while the express and baggage cars on the passenger train were broken up, then destroyed by fire, which started from the gas tanks. The passenger train was not damaged. The tracks were badly torn up. The loss will be heavy, though it is stated that most of the contents of the express and baggage cars were removed before they were burned.

It was stated that the collision was due to the freight train overrunning its orders.

20/05/1918 *Ottawa Journal**Belleville**Mud lake*

COLLIDE HEAD ON RIGHT ON BRIDGE OVER MUD LAKE

Accident C P. R. Near Smith's Falls With Two Deaths.

THE ENGINES REMAINED ON TRACK ON BRIDGE

Some Railway Men Claim Freight Train Should Not Have Left Glen Tay

SMITH'S FALLS. Ont. May 20.

On the bridge 30 feet over Mud Lake, 22 miles from here, on the C P R., the express train which left Toronto Saturday night just before midnight for Montreal, and a freight train bound from here for Trenton, met In a head-on collision at 4 05 Sunday morning, resulting In the death of Fireman K. Butland. Trenton, Trenton, of the express, and Brakeman J. R. Martin, of the freight, whose home was at St. John, N.B. Both were young men and unmarried.

Engines on Tracks.

There were three men in the cab of the freight and two in the cab of the express train. Both engines remained on the tracks, but the baggage car and three or four freight cars went rolling down the embankment. A baggageman went down with his car and had a thrilling escape, as did others of the two crews. None of the engineers or firemen, numbering five. jumped as they had only the choice of staying with their engines or jumping down into Mud Lake, fully eighty feet.

No Passengers Hurt.

Like the baggageman, the engineer of the express. William Burnett, of Smith's Falls, had a remarkable escape from death, as he was thrown down the embankment, getting off with a few scratches. Engineer N. Lebo. of the freight, was seriously burned and injured. There were eighty passengers on the express, but railway officials said that none had been hurt, owing to the solid steel construction of the train. The C.P.R. officials made up a special train, taking the passengers on to Montreal.

Blame the freight.

An investigation was begun yesterday afternoon by the railway officials to place the blame for the collision. An inquest has also been ordered by the crown attorney. One railway man said last night that the freight train should have let the express pass at Olen Tay. Why the freight did not stop at Glen Tay or wait for the passenger train waa not explained

Brought Body Back.

The body of the late James Patrick Martin, brakeman on the freight train. whs was killed, was brought here on Sunday evening. He had come here from St. John. N.B., a couple of weeks ago. He was 24 years of age and unmarried.

F. Butland. fireman on the passenger train, who ran out of Smith's Falls was also killed, but hie body has not reached here. His home was formerly in Trenton but he lived here for the past year. He was unmarried. Two of the injured, fireman Simons of the freight train and Burnett of the passenger train, were brought here on Sunday afternoon. Simons has his face bruised and Burnett is suffering from a sprained knee and scalp wounds.

Blame the Freight.

C. P. R. officials at Smith's Falls today stated that the responsibility for tha wreck rested upon the crew of the freight train who apparently forgot to allow for the fact that No.12 (the passsnger train) was running. Instead of leaving a clear right of way, as they should have done, they proceeded along the line to the scene of the head-in collision.

25/08/1922 *Eastern Ontario Review* *Belleville*

Stepping from one track to another to avoid a train, James Lavender, a farmer residing near Port Elmsley, a few miles west of Smiths Falls was struck and killed by a C.P.R. express train. Lavender had driven his cows to pasture and was walking home along the tracks when struck. He was 82 years old and partially deaf and is survived by four sons and two daughters.

CONTRACTOR KILLED AT LEVEL CROSSING

William Burro Was Building Road Between Perth and Port Elmsley.

PERTH, Ont., Sept. 25. William Burro, a contractor on the construction of good roads between Perth and Port Elmsley, was killed this afternoon when his auto was struck by the C.P.R. west bound passenger train due at Perth at 2.25 o'clock. The accident happened on the outskirts of Perth at the Catholic cemetery crossing. Deceased was driving towards Perth and had stopped his machine at the approach of an east bound passenger train and on its disappearance failed apparently to see the west bound train. The machine was hurled a considerable distance and was completely demolished. The man was picked up by a number of section men and taken to the station where he died shortly afterwards. His home was near Cornwall and he was forty-five years of age. Coroner A. W. Dwyre. M.L., empanelled a jury and an inquest was held tonight and adjourned until Wednesday. The unfortunate man leaves a wife and five children.

TWO ARE INJURED WHEN FAST TRAIN STRIKES FREIGHT

Engineer Jumps and Is Hurt - Open Switch Causes Express to Run Into Siding - No Ottawa Players Hurt in Smash.

Perth Feb 26. - C.P.R. Chicasso-Montreal fast passenger train, to which was attached an Ottawa coach on which the members of the Ottawa National Hockey League team were passengers, was badly wrecked at Glentay, three miles west of Perth, at two o'clock this afternoon. The engineer was badly injured, and one other man sustained minor injuries.

A relief train has been rushed to the scene of the wreck from Smiths Falls, and on it are doctors and nurses. Perth doctors have also been asked to hold themselves in readiness.

Engineer Injured In Jumping

The engineer of the passenger train was injured when he jumped from the cab just before the impact with the freight engine. The fireman remained in the cab and was not injured.

The freight train had pulled onto a siding to allow the fast passenger train the right of way and an open switch at the west end of the siding is believed to have caused the collision. The big engines struck head-on and are now a mass of wreckage. The crew of the freight engine were not on the train and thus escaped possible serious injury.

Time of arrival unknown.

It is not known at what time the members of the team and other Ottawa passengers will reach Ottawa, as at 3.30 this afternoon the track had not been cleared and passengers were still waiting around the wrecked train. The two injured men had not yet been removed and the engineer was reported in a serious condition.

All members of the Ottawa Hockey team, who were returning to the city after last night's game in Hamilton, escaped without injury. Manager Dave Gill informed The Journal over long distance telephone from Glentay. As far as he knew the engineer and one other member of the crew were the only casualties.

The place where the wreck occurred is some distance from the station, and Mr. Gill had to walk about half a mile to get in communication with Ottawa. The Journal notified relatives of players of their safety.

Sixteen are injured in head-on collision

One man thought seriously hurt - others receive but bruises

Perth Ont. Feb 26 Sixteen people were slightly injured, one seriously, when a C.P.R. train crashed head-on into a waiting freight train at Glen Tay [sic] three miles from here this afternoon. Albert Labelle of Montreal, who is not expected to recover, is in hospital there.

An open switch threw the passenger train into a siding where the freight was standing at the station at Glen Bay [sic]. The engine crew, Walter Norris and A. Bourne, Toronto leaped to safety when they saw the crash coming and escaped with bruises. Norris is the most seriously injured of the two and is in hospital here.

One of the Toronto people who were slightly bruised was Mrs. J.W. Hobday of the Bernardo Homes, 538 Jarvis street, Toronto. The passengers included the Ottawa professional hockey team and a number of the players received bruises. They are Frank Ahearn, manager; G. Boucher, E. Campbell, P. Green, Alex Smith and Alex Connell. Others who received minor injuries were: W.O. Sobel, Philadelphia; W.O.L. Hazel, Montreal; Mrs B.G. Cullen, Florence, Italy; Mrs. T.G. Potter, Montreal; Sister St. Stephen, Montreal; S.S. Etienne, Montreal; Miss H. Page, Ottawa and Miss A. Dodds, Hamilton.

The train was the fast Canadian Pacific passenger No. 20 ("The Canadian") bound from Chicago to Montreal. It is due in Montreal about seven o'clock to-night.

Members of Capitals NHL Club Give Graphic Accounts of Glen Tay Railway Smash
 President Frank Ahearn May Have Rib Fractured. Coach Peter Green, Alex. Connell, Alex. Smith and Frank Nighbor Also Suffer Minor Injuries.
 FOUR RAILWAYMEN IN PERTH HOSPITAL

C.P.R. Passenger Train Runs Into Stationary Freight. Engineer Walter Norris, of Trenton, in Critical Condition'

PERTH. Feb. 27. Four men lie in hospital here, two of them seriously injured, following a head-on collision Thursday afternoon between C.P.R. Chicago-Montreal train No. 20 and a stationary freight, in front of Glen Tay station, three miles west of here. No one was killed. The Ottawa Hockey Club were among the passengers and several of them, as well as other passengers, received minor injuries.

The injured in hospital here are:

Walter Norris, Trenton, Ont., engineer on passenger train, in critical condition, severely cut about the face and head, and also suffering from a broken ankle, while it is also feared that his skull may be fractured.

David Bourne, Toronto, engineer on freight train, right leg fractured near the ankle.

George Anderson, Toronto, dining car steward, severe bruises.

Thomas Hanson, Montreal, baggageman on passenger train, injuries to left hip.

REPORT FROM C.P.R.

MONTREAL, Feb. 26. No lives were lost and it is expected that the four members of the train crews who were injured when the Chicago to Montreal passenger train Number 20 crashed into freight train Number 909 in front of Glen Tay station near Perth, Ont., this afternoon, will recover, according to a report from the Canadian Pacific Railway headquarters here tonight.

The seriously injured men are Engineer Norris and Engineer Bourne, both of whom are in Perth Hospital. Other members of the train crews suffered slight injuries, while several passengers also sustained bruises, none of which, according to the C.P.R. report, are believed serious.

Train Number 20 arrived in Montreal shortly before 8 o'clock: this evening and the local passengers were all distributed to their homes.

A number of passengers who were proceeding to St. John, N.B., to embark for Europe were able to catch the boat train at Montreal West and continued on their way.

ARRIVE IN OTTAWA.

Thankful they had escaped with their lives, and feeling somewhat shaken up by their harrowing experience, the member of the Ottawa hockey team and other Ottawa residents passengers on the Montreal-Chicago C. P. R. train which crashed headlong into a freight train at Glen Tay station, three miles west of Perth on the Havelock division, yesterday afternoon, arrived at the Union Station last night at 7.30.

They were unanimous in the opinion that they had a marvelous escape from serious injury, in view of the terrific impact with which the passenger train, travelling at between 25 and 30 miles an hour, hit the stationary freight train. The members of the hockey team, with the exception of Alex. Smith, who was scalded, and Alex. Connell, who sustained a badly wrenched shoulder, escaped with a bad shaking up, while Petie Green was nearly choked. Frank Nighbor last night was suffering with his back, and Mr. Frank Ahearn's doctor stated that Mr. Ahearn may have sustained a fractured rib.

No Serious Injury.

"Every member of the team, ourselves included, suffered in various degrees as a result of the wreck," said Mr. Dave Gill, manager of the Ottawa Hockey Club, as he stepped from the train at the Central Station last night at 7.30. "Fortunately not one of the boys suffered any serious injury, with the possible exception of Petie Green, who nearly choked. He, with the rest of the team, were at the tables in the dining car when the crash came. The first intimation they had that anything was wrong was when there was a terrific impact and dishes, plates, water bottles and cutlery went flying in every direction, while the members of the team, who were seated on each side of some of the tables, were almost bent double by the shock: Fortunately not one of them was seriously hurt, and they will be on deck for the big Canadian game on Saturday night, unless there are complications."

Thrown Heavily.

Mr. Dave Gill, together with Mr. Frank Ahearn, president of the Ottawa Hockey Club, were in their private car when the crash came, and were thrown heavily, suffering some bruises and a bad shaking up.

After picking themselves up they made their way in to the dining car to see if any of the members of the team were hurt, and found that when the wreck, occurred Petie Green, the coach, was engaged in masticating a mouthful of food, and the violence of the shock forced it down his throat, and he was in danger of choking until other members of the team went to his aid.

Engines Locked Together.

After seeing that the team had not suffered serious injury, Mr. Gill went forward to see what had occurred, and found that the engine of the passenger train had piled headlong into that of the freight, and the two iron monsters were locked together, their front being a mass of twisted iron and steel. He found the engineer of the passenger train had been seriously injured by an iron bolt which had cut his head open. The steward on the dining car was thrown against one of the tables so heavily that he suffered some fractured rib.

At Open Switch.

"From what I could learn, the accident was due to a switch which had been left open just at the end of the station at Glen Tay," said Mr. Gill. "It seems that the freight had just pulled in a few minutes before we were in sight, and had orders to wait there for us to pass. The engineer and fireman of the freight had left their engine and gone to the station agent to ask whether their orders had been changed, as they noticed the switch was open. Upon learning that there had been no change in the orders and that the passenger train was on time and due at any time, the two railwaymen realized what was about to happen and rushed down towards the switch with the intention of locking it, when the passenger train, travelling [sic] at about thirty miles an hour, appeared, and, taking the open switch, piled headlong into the freight, wrecking both engines and splintering one of the freight cars next to the engine."

Frank Ahearn Hurt.

While he did not know it at the time, Mr. Frank Ahearn has discovered that he may have suffered a fractured rib, when he was thrown heavily against the side of his private car. Mr. Ahearn complained of feeling sore on his left side on the journey into Ottawa, and on arriving at his home, the pain having grown worse, he called in a doctor, who, after examining him, stated that he had in all probability suffered a fractured rib.

Frank Nighbor is also suffering from a pain in the small of his back, caused when he was doubled over one of the dining car tables, and then thrown heavily back against the side of the car.

When Crash Came.

"It was some smash," said King Clancy. "I should judge we were travelling between twenty-five and thirty miles an hour when the crash came. We were all seated at the tables in the dining car and were doubled up by the shock of the impact. For a few minutes I was breathless, and the other members of the team were in a similar condition. The windows of the diner were splintered and glass flew in all directions together with the dishes, water bottles, etc. on the table. We had a regular 'dinner shower.' Petie Green had a mouthful of food he was disposing of when the crash came and he nearly choked. He was getting black in the face when George Boucher, who first noticed his predicament, went to his assistance, removed his collar and relieved him of the food congestion."

Alex. Connell and Alex. Smith were the only two who were hurt to any extent. Alex. Connell, after being doubled up by the table at which he was sitting, was thrown from his seat against the side of the car and wrenched his shoulder badly. Alex. Smith received the contents of the teapot on his leg, which was badly scalded. After we had recovered from the shock and found we were whole, but a bit wobbly, we went up front and had a look at the debris. The two engines were jammed one into the other so tightly that you could not get a jackknife between them. The cab of the freight engine had been pushed back on top of the tender, and the first baggage car had piled rolls of paper and other freight all over the tracks, while the car itself was a bad mess. I am glad I got out of it as easily as I did and my feelings are shared by the other members of the team."

Passenger' Story.

Mr. Gilbert Ostler, father of Mrs. R. W. Dawson, 404 Riverdale avenue, who was coming from his home at Plevna, Ontario, to visit his daughter, was on the Chicago-Montreal express when the crash took place three miles west of Perth. He was seated in the smoker and the suddenness with which the impact was felt through the train, after the two engines telescoped, threw him bodily across the smoking room and into another seat. Fortunately he did not receive any injury,

After regaining his feet, Mr. Ostler entered the passenger coach to find his wife, and saw many person who had been thrown from their seats to the floor of the cars and about the cars, picking themselves up and examining themselves for injuries. In one of the coaches he said a nun had been cut over the eye. The train was heavily laden with passengers.

The speed of the passenger train at the time of the accident, Ostler estimated, was about 40 miles per hour. He attributed the cause of the smash to a switch being left open, which, caused the passenger train to swerve from the main line and crash into the stationary freight train.

Some idea of the force of the impact when the two locomotives telescoped can be gained from the fact that the first freight ear nearest the engine of the freight train, which was loaded with rolls of newsprint paper, was smashed open and the big rolls, which weighed half a ton or more each, were strewn about the railway line.

The scene in the dining car. which was the last coach on the passenger train, Mr. Ostler said was a wild one, as broken glass and china were thrown about, and it is stated that every person in the diner received a cut or cuts. At the time of the smash there were about half a dozen passengers in the dining car. Practically all of the glass in the diner. Mr. Ostler said, was broken.

Doctors from Perth.

Following the collision, Mr. Ostler stated that a call for doctors and nurses was first sent to Smiths Falls, but before these arrived on the wrecking train doctors and nurses from Perth, three miles away. arrived in motor car and attended to the injured and sent back those most seriously hurt to the hospital at Perth.

02/03/1925 Ottawa Journal Belleville Glen Tay

INQUIRY TO FOLLOW WRECK AT GLEN TAY

David Bourne, C. P. R. Engineer, Dies of Injuries

As a result of the death of Mr. David Bourne, one of the engineers on the Chicago - Montreal C. P. R. express wrecked at Glen Tay station, 3 miles west of Perth, on Thursday afternoon, there will be an inquest and the whole circumstances of the wreck will be the subject of a public investigation. Engineer Bourne died in the perth Memorial Hospital Saturday afternoon.

A jury was empaneled to view the remains Saturday night and the inquest will be held in Perth on Tuesday afternoon. Engineer Bourne was not in charge of the train at the time of the wreck but was on the engine for instruction purposes, he being a western Ontario engineer who was to be transferred to the Toronto - Montreal run. In a report issued the night of the wreck C. P. R. headquarters at Montreal was credited with having stated that the accident was the result of the engineer having failed to take note of signals set against him and as a result the passenger train plunged headlong into the standing freight train.

The body of engineer Bourne was taken to Toronto and the funeral will be from his home there. His wife and one of his two young sons were at his bedside when death came. He was 45 years old and was the son of Mr. and Mrs. David Bourne, of new Boyle, Ontario. Little hope had been held out for his recovery as he suffered from a fractured skull and leg, and from internal injuries.

The Ottawa hockey team were passengers on the wrecked train and suffered minor injuries in the collision. President Frank Ahearn had one rib fractured.

02/03/1925 Ottawa Citizen Belleville Glen Tay

ENGINEER SUCCUMBS TO WRECK INJURIES

David Bourne Victim of Collision on C.P.R. at Glen Tay Last Thursday.

PERTH, Mar. 1. Mr. David Bourne, engineer on the Chicago-Montreal train No. 20, which was wrecked at Glen Tay Thursday afternoon, died In the Perth Memorial hospital Saturday afternoon. Little hope was held out by the physicians for his recovery since Friday as the unfortunate man's skull was fractured, and he suffered other injuries.

The late Mr. Bourne was a son of the late Mr. and Mrs. David Bourne at New Boyle, forty-five years ago, and leaves his wife and two sons, aged twelve and eighteen years. Mr. Bourne's wife and one son were at the bedside when he died. A jury was empanalled to view the remains last night, and an inquest will be held here on Tuesday afternoon. The body was taken on the midnight express to the late residence in Toronto, where interment will take place. Funeral arrangements are not yet completed.

04/03/1925 Ottawa Citizen Belleville Glen Tay

Inquest Postponed.

PERTH. Ont., March 3 Owing to the absence of several witnesses, the inquest here today on the death of David Bourne, engineer of the passenger train that was in the wreck at Glen Tay on February 26th, was postponed until March 10th, at two p.m.. after a number of witnesses had been examined.

01/04/1925 Ottawa Citizen Belleville Glen Tay

URGE PERMANENT SWITCHMAN FOR GLEN TAY STATION

Coroner's Jury Finally Brings In Verdict on Fatal Train Collision on Feb. 26.

PERTH. Ont., March 31. The coroner's jury sitting on the inquest at Perth into the death of the engineer, David Bourne, who was seriously injured at Glen Tay on Feb. 28th, was completed this afternoon. The inquest had been postponed on two former occasions, as some of the witnesses had not fully recovered from injuries received in the smash-up. Only one witness, Mr. Lynn Ferguson, of Smiths Falls, was heard today, after which the jury retired and afterward brought in the following verdict: "We find that David Bourne, who died on Feb. 28th, 1925, in the War Memorial Hospital at Perth, Ontario, came to his death from injuries received from the Canadian Pacific Railway train No. 20, wrecked at Glen Tay station on Thursday in the afternoon of Feb. 26th, 1925. We further find, from the evidence, that said wreck was caused by reason of the failure of the telegraph operator on duty at that time at Glen Tay to close or properly to adjust the switch for the through passage of train No 20, which was not billed for stop at said station of Glen Tay, and by the engineer in charge of passenger train No. 20 disregarding or mistaking the signal indicated by what is known as the distant signal, signifying caution, and his failure by reason of such mistake to bring his train to a stop, as called for by the position of the home signal at the time his train was approaching same.

Permanent Switchman.

"We would recommend that the attention of the board of railways for Canada be directed to this traffic point to ascertain if in the opinion of their engineers the volume of intersecting traffic would not warrant the appointment of a permanent switchman, who would have no other conflicting duties to attend to." Signed by J. J. Hands, foreman, and six other members of the jury.

The jurors were,; A. W. Gamble, J.J.. Hands, W. Howie, J.J.Smith, T. Wright, E. White,

J. Bedard and T. A. Poole. Coroner McCallum, of Smlths Falls, conducted the inques.[sic]

Dr. Dwyre deposed that Engineer Bourne met his death as the result of a fractured skull sustained in the Glen Tay wreck, Notified Station Agent.

Engineer Duncan of the freight train said he had noticed the switch was wrong after his train had entered the siding, and, despatching his fireman to close it, had gone to tell the station agent. The fireman was just a few yards from the switch when the train crossed over. Fireman Calhoun said he had 200 yards to go before reaching the switch. The emergency brakes were on the express when it passed him. C. Powers, master mechanic, said the train was running 52 miles an hour when it reached the crossover switch.

Arthur Snyder, station agent at Glen Tay, said Engineer Duncan had drawn his attention to the switch, and he even then had not expected an accident as the board was dead against the express. He had known an hour before the switch was not set, but had been busy and forgot all about. He was allowed \$1.67 per month, for tending, the switches.

Engineer Norris said that when he got near the home signal smoke had obscured his vision. He said he was under the impression the far away signal was going up to clear when he passed it.

TWO EMPLOYES OF C.N.R.[sic] FACE CHARGES

PERTH, Ont., April 28. Criminal charges have been brought by the crown against Mr. Arthur G. binder and Mr. Walter Norris in connection with the recent death in Perth of C.P.R. engineer David Bourne, whose death was caused from the injuries received when he jumped from a CP.R. passenger train engine before it collided with a freight engine at Glen Tay on Thursday, February 26th last.

Mr. Snider was C.P.R. agent and operator at Glen Tay and Mr. Nor-ris was the engineer in charge of the passenger train engine on the day of the incident. Bourne was a second engineer along with Norris.

The charge against Mr. Snider is that on the 26th day of February at the township of Bathurst he did cause grievous bodily injury to David Bourne by negligently omitting to perform his duty as the official in charge of a switch on the main line of the C.P.R. at Glen Tay contrary to section 284 of the Criminal Code.

Are Allowed Bail.

The charge against Mr. Norris is similar to the one above, with the exception of the word, "switch" which reads "engine".

The defendants appeared before Lanark county Magistrate Dr. J. T. Kirkland. of Almonte, in Perth, this afternoon and were remanded on bail until Tuesday, May 5th, for the preliminary inquiry to be held here.

Mr. Snider wan bailed in himself for \$1,000. and Mr. H.H.Neilson. of Perth, surety for \$1,000, while Mr. Norris was bailed in himself for \$1,000 and surety by Mr. Harold Frances, of Smiths Falls, for \$1,000.

Verdict at Inquest.

The jury at the final inquest held in Perth on Tuesday, March 31st, brought in a verdict in part as follows; 'We find from the evidence that said wreck was caused by reason of failure of the operator on duty at that time at Glen Tay to close or properly adjust the switch for the through passage of train No. 20 which was not billed to stop at said station of Glen Tay, and by the engineer of passenger train No. 20 disregarding or mistaking the sign as indicated by what is known as the distant signal signifying caution, and his failure by reason of such mistake to bring his train to a stop as called for by the position of the home signal at the time his train was approaching the same."

06/05/1925 *Ottawa Citizen**Belleville**Glen Tay*

RAILWAYMEN TO BE TRIED FOR NEGLIGENCE

PERTH, Ont.. May 5. This afternoon the preliminary trial was held, before the Lanark county magistrate. Dr. J. T. Kirkland, of Almonte, of Arthur G. Snider, C.P.R.. station agent at Glen Tay. and Walter Norris. C.P.R. engineer, of Trenton, against whom criminal charges were brought by the Crown in connection with the death of C.P.R. engineer David Bourne, of Toronto, who succumbed in Perth to injuries received when he jumped from the engine of passenger train No. 20. prior to a collision with a freight train standing at Glen Tay station on the 26th day of February last. Both were charged with negligently omitting to perform their duties on the day the passenger train travelled through a switch and collided with a freight train, and after the evidence was adduced today, both were committed to appear before Judge J. H. Scott In Lanark county court here next month. The accused are at liberty on bail

10/06/1925 *Ottawa Citizen**Belleville**Glen Tay*

THROWS OUT BILL AGAINST C.P. AGENT

Engineer Noreys [sic] Tried Before Judge Scott Following Glen Tay Accident.

PERTH, Ont., June 9. The case arising out of the wreck at Glen Tay on February 26, in which Engineer David Bourne, of Toronto, lost his life as a result of jumping from the engine of No. 20 train on the C.P.R. eastbound, and for which engineer Walter Noreys of Trenton and Arthur Snyder of Glen Tay were held, came up for trial here today before His Honor Judge J. O. Scott. The grand jury, after three hours deliberation, returned a finding of no bill against Snyder, and Mr. Donohue of Toronto notified His Honor that his client Noreys elected to be tried by the judge without a jury.

The case of Noreys was proceeded with this evening before His Honor Judge Scott. Crown Prosecutor McKim, of Smiths Falls, acted for the Crown, and Mr. Donohue, assisted by Mr. Campbell, of Winnipeg, acted for Noreys. The first witness called was Mr. C. H. Towle, assistant superintendent for the C.P.R., with jurisdiction over the section in which Glen Tay, the scene of the accident, is located.

At 40 Miles an Hour.

He stated that the first indication he had while riding in the baggage car of No. 20 that anything was wrong, was when they reached the cross over switch, when he was thrown from the rear to the front portion of the car. It was his opinion that there was no perceptible reduction in speed between the distant and home signal, and that when they reached the latter the train was going about 40 miles per hour. He also stated that the engineer was supposed to stop 200 feet from home signal when distant signal was at caution. Cross-examined by Mr. Donohue he stated that engine of No. 20 was in pretty good condition after the collision. Foreman [sic] Len Ferguson, of Smiths Falls, fireman on train No. 20, who is still suffering as a result of the collsion. was next called and he testified that he was firing when they passed the distant signal and when near home signal, he heard Noreys say something about the home board and he opened his window to look finding the board against the train upon which he showed the information to Noreys. Shortly after this, Bourne and Noreys both jumped and he went after them. He said the brakes were set at emergency, when he jumped, but did not know how long they had been set. He also stated that he thought the train would stop before hitting No. 19 [sic], but jumped as others had done on the spur of the moment.

Arthur Colquhan, of Smiths Falls, fireman of No. 909, said he had tried to fix the switch, but got there a second too late. Mr. Gordon Kirby, of Toronto, signal engineer of the C.P.R., gave evidence as to working and testing of signals. He showed that there would be about 1,333 feet after the signal had reached caution before the train No. 20 would come to distant board, the home board being set at stop at the same time. The signal would go to clear 900 feet before reaching distant signal. Mr. Donohue questioned him as to what was meant by a train being under control and brought out the fact that the engineer would be the sole judge of that.

In Perfect Order.

J. C. Carr, of Perth- signal maintenance man, stated that all signals were in perfect order two hours after the accident.

The defendant, Walter Noreys. was next called and stated he had been with the C.P.R. 25 years and had been an engineer for 14 years. Bourne had written instructions to go on No. 20 with him that day to learn the run and got in the engine at Trenton with Noreys. He stated that he mentioned to Bourne that the distant signal at Glen Tay was the slowest working one he knew of on the C.P.R. system. When entering circuit, he was going about 60 miles per hour, but when he saw the distant signal moving upward, he put on the service brakes which reduced the speed to about 40 miles by the time the home board had been reached. The home board was obscured owing to smoke from engine due to fresh fire. When Ferguson told him condition of home board, he put on emergency which took about four seconds before becoming fully effective.

If He Hadn't Jumped.

He stated that Bourne shouted to him to jump, which he did and now-wished he had stayed on the engine, as it was so little damaged that it was altogether likely he would not have been injured, and Bourne would have in all probability been alive as well. He maintained that in his opinion the very high wind made the signal work slower than usual on February 26, and when he looked up after applying service brakes, the distant signal looked to him as if it had passed caution and was going to clear, but as it was almost overhead at the time, he could not be sure.

JUDGMENT FREEING ENGINEER NOREYS [sic]

Judge Scott's Review of Circumstances Leading Up to the Glen Tay Wreck.

PERTH, Ont., June 11. The following is a complete copy of the judgment handed down today by His Honor J. H. Scott In exonerating Walter Noreys, of Trenton, who was held on a charge of criminal negligence in connection with the Glen Tay wreck on the C.P.R., February 26th:

"The position of a railway engineer in charge of a passenger train, and especially of a fast or through train, carries with it such tremendous possibilities for injury to human life that his duties must necessarily be clearly and exhaustively defined and the strictest compliance is necessarily insisted upon. We can all agree that no competent official charged with the care of a trainload of human freight would deliberately ignore any duty required to preserve its safety. These duties are laid down by their employers and assented to and in the ordinary course a breach which results in disaster has only one result so far as the defaulting official is concerned. To deal justly in such a case requires the most careful consideration of every fact incident to the occurrence. In this case there are several features which, in my opinion, take the situation out of the ordinary course.

"The accused is a competent engineer, thoroughly familiar with the rules. On this particular occasion he is assigned to this run, his first day trip thereon during a year's interval, for the special purpose of instructing a new engineer in the topography and special features of the line. This special service must necessarily detract from that fixity of mind which is so obviously required to discharge his responsibility. The occupancy of the cab by a third party interferes with a steady co-operation between his assistant and himself. In the special duty imposed upon him by his employers some interference with his ordinary duty was inevitable. The evidence does not show, however, that his mind was altogether diverted from his observation of the signals or his obedience to them, but on the contrary, it does appear that he made reasonable efforts to comply with them, utilizing the facilities which were available to some extent, at any rate. It is evident that the signals were misinterpreted. The open switch, for which he was not responsible, was the primary cause of the disaster. But the fact that the switch was open rendered close scrutiny of the signals by the accused as vitally necessary to avert what eventually happened. The collision in this case was the result of a joint default, but had strict duty been observed by either official the situation would have been saved.

Three Factors Enter.

"Three ingredients must concur in order to bring the case within the statute. viz.:

"1. The establishment of a duty;

"2. The negligent performance or actual omission there of, and

"3. A resulting injury as a direct consequence to some person."

"In this case the duties are not questioned; as to their omission or negligent performance I have already referred. Whether the third element is so identified with the others or not is arguable. The suggestion that Bourne might have been unhurt had he remained in the cab savors somewhat of speculation, but it is not without real source. Had he so remained and been injured there is no question that the injury would have been directly attributable to the engineer's neglect, if such had been proved.

"Without elaborating in detail all the incidents of the trip in question, I have given very careful consideration to the whole evidence and I have come to the conclusion that I ought not to saddle the accused with the stigma of a criminal offender within the meaning of the section of the code in question. His attitude in the box impressed me very favorably. His statement was frank and devoid of concealment. He has had an enviable record for fidelity and good conduct and on the deplorable occasion in question he was beset by a combination of circumstances which precipitated the result, which I do not think should be laid criminally at his door. My duty therefore is to discharge him."

07/12/1925 *Ottawa Citizen**Belleville**Bathurst*

INSTANTLY KILLED ON RAILWAY TRACK

H. J. Pratt Struck By Train Near Bathurst.

PERTH, Ont., Dec. 6. Mr. Herbert John Pratt, aged 27 years, of Sherbrooke township, was instantly Killed on Saturday morning by being struck by a C.P.R. train near Bathurst station. The young man was returning from a dance at Wemyss and took a short cut home down the track. It is presumed Mr. Pratt did not hear the train coming behind him, it striking him on the back of the head. The engineer on the train did not see him, he being picked up by some of the sectionmen who came along on a handcar between seven and eight o'clock. He is survived by his parents and two brothers.

11/12/1925 *Ottawa Journal**Belleville**Bathurst*

Find man's death was an accident

Was struck by train while returning from dance.

Perth, December 10th - the adjourned inquest into the death of H. Pratt, of Sherbrooke Township, who was found near the C. P. R. tracks west of Bathurst station on the morning of December 5, was held before Coroner Dwyer in the council chamber here tonight. A great deal of interest in the case was manifested owing to the popularity of the deceased as well as to the mystery of how he came to his death.

County Crown attorney McKim looked after the interests of the crown, while Messrs. Mansell and Thornton represented the C.P.R..

Edward Dowdall, section Foreman, testified to the finding of the body about 800 feet west of the public Crossing at Bathurst at 8.30 a.m., December 5. The witness had traced the deceased's foot-steps from the crossing to the place where the body had been found and it was apparent that the deceased was in full possession of his faculties by the fact that the footprints were very even over a considerable distance. His opinion was that Pratt had to been struck by some part of a train going east between 3 and 5. 0 a.m. Several witnesses were called who were at the dance in the Orange Hall at Wemyss, from which the deceased was returning when he met his death, who all testified that to the best of their knowledge Pratt was sober when he left the hall somewhere about 2.30 a. m.

The jury returned a verdict that the deceased had met his death by being struck by a C.P.R. train going east on the morning of December 5, and that his death was accidental.

Recover one body and two of crew are still missing
Freight train wrecked by rocks which had fallen on tracks 30 miles from Smiths Falls.

Montreal, April 30. - the following statement was issued here today by the Canadian Pacific Railway in connection with the wreck which occurred at Bolingbroke, Ont., last night:

"At about 9.55 p.m. Standard time last night, a freight extra while passing through a rock cut between Bolingbrook and Crow Lake, about 30 miles west of Smiths Falls, came in contact with a quantity of rock which had fallen on the track from the north side of the line, from a height of about 30 feet, derailing the engine and a number of cars.

Only one body recovered.

"The head and crew of Engineer M. M. Catarine, and Brakeman D. R. Woods, Smiths Falls, and Fireman M. Mackenzie, of Havelock, Ont., are believed killed, although the body of engineer Catarine is the only one which has yet been located."

Two men missing.

Smiths Falls, Ont., April 30. - Three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut, 30 miles west of here last night, so far only the body of engineer M. M. Catarine has been recovered from the wreckage. Brakeman. R. Wood, who with the engineer was from Smiths Falls, and fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting, according to railway officials.

Fourteen cars all together left the rails. Catarine was 40 years of age, Mackenzie 26 years old, and Wood 33 years old. Mrs Catarine, mother of the engineer, is in a critical condition following the shock of her son's death.

The body of Catarine when recovered was severely burnt by the steam from the boiler head, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by Spring freshets.

Failed to see obstruction.

Perth, April 30. - caused by a rockslide and an accumulation of rock on the tracks, a Canadian Pacific freight train was derailed last night at mileage 31, between Bolingbrook and Crow Lake, near here. The exact spot is known as Sucker Lake and is one of the most dangerous spots on the road. An "S" curve at the point where the accident occurred in which three members of the crew lost their lives, renders it almost impossible for a train crew to see any obstructions.

An hour before the wreck happened the watchman on duty at mileage 31 walked over the track and found everything in order. The line was clear then and no sign of an approaching rockslide. There are several upgrades around mileage 31 and of necessity the train was getting up speed to negotiate them. Once around the curve the engine crashed head-on into the pile of rock, several tons of which came tumbling down onto the tracks.

30/04/1928 *Ottawa Citizen**Belleville**Bolingbroke*

Smiths Falls. Engineers Body Only recovered, 2 are missing

Believed fireman and brakeman of C.P.R. freight are killed when a fall of rock causes derailment.

Though three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut 30 miles west of here last night, so far only the body of Engineer M.M. Caterine has been recovered from the wreckage. Brakeman D.R. Wood, who with the engineer was from Smiths Falls, and Fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting according to the railway officials.

Fourteen cars altogether left the rails.

Caterine was 40 years of age, MacKenzie 26 years old and Woods 33 years old. Mrs. Caterine, mother of the engineer, is in critical condition following the shock of her son's death.

The body of Caterine when recovered was severely burned by the steam from the boiler, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by spring freshets. A huge pile of rock had blocked the track of the locomotive.

03/05/1928 *Ottawa Citizen**Belleville**Bolingbroke*

Inquest in Death of Three C.P.R. Trainmen

SHARBOT LAKE, Ont., May 3. An inquest to be held here this afternoon into the deaths of M. Caterine, engineer; M. Mackenzie, fireman, and D. R. Wood, brakeman, in the derailment of a westbound Canadian Pacific freight train on Sunday evening at Bolingbroke. The wreck was caused probably by a fall of rock onto the tracks from the side of a rock cut. The throttle of the engine had been shoved in, indicating that the engineer had attempted to bring his train to a standstill.

Dr. Suddaby, of Sharbot Lake, is the coroner. T. J. Rigney, crown attorney of Kingston, is attending the inquest.

04/05/1928 *Ottawa Journal**Belleville**Havelock*

Train derailed, delayed an hour

Word was received in Ottawa at an early hour this morning that the C.P.R. passenger train No. 33, which left Ottawa at 19.15 last night for Toronto, was derailed at Havelock, some miles distant from Smiths Falls. There was no loss of life and no injury of any kind to the passengers or train crew.

The accident is believed to have been caused by a split rail and caused the engine and two baggage cars to leave the track. The line was reported cleared an hour after the accident.

22/05/1928 *Ottawa Citizen**Belleville**Bolingbroke*

Large gangs of men are now at work eliminating the two causes of recent wrecks on the Canadian Pacific Railway line between Smiths Falls and Toronto.

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The stretch near Bolingbroke which was the scene of another serious wreck, has also been improved. The track at this stage is cut through rock and men are now employed in cutting this away so that there will be no further danger of loose boulders sliding down onto the track and derailing trains.

12/10/1928 *Ottawa Citizen**Belleville**Perth*

Meets Death at Level Crossing Near Perth John Patterson, of Christie Lake, Struck By Train. PERTH, Ont., Oct. 11. John Patterson, well-known farmer residing a short distance from the C.P.R. station at Christie Lake, was instantly killed at the level crossing of the C.P.R., near the House of Industry, at about 10 o'clock last night. He had driven to Perth with his horse and buggy. It was raining when he started from town on his way home. At the House of Industry crossing an eastbound through freight train struck the buggy and Mr. Patterson was carried with the buggy for about sixty-five yards along the track and pitched across a deep ditch. His skull was fractured and he was otherwise injured both about the head and back and his right leg was also fractured above the knee. As he was using an umbrella at the time of the accident it is thought that he failed to see the train approaching. He was hard of hearing. The engine crew apparently thought they had struck something for they reported so at Smiths Falls when the train arrived there. Wm. Sanderson, operator at Perth, was notified and he in turn telephoned to R.J. Duffy superintendent of the House of Industry, requesting him to take a look along the track to ascertain if an accident had happened. Mr. Duffy investigated and found Mr. Patterson's body. He notified the authorities in Perth. Coroner Dr. A. W. Dwyer motored to the scene of the accident and had the body removed to town. Mr. Patterson's horse was found in a farmyard on the third line of Bathurst this morning uninjured and still bearing the harness. The deceased was 75 years of age and unmarried.

Hurled 120 Feet to Death

William Cooke, of Cobden, is Killed by C.P.R. Train.

PERTH, Ont, May 5. William Cooke, of Cobden, local agent for Rawleys Food products, was instantly killed when struck by the west bound 11.30 C.P.R. train at Conlon's crossing, two and a half miles from town on Saturday morning.

The victim was returning from a business call at the farm of Peter Conlon and drove through the crossing gate and dismounted from his car, to close the gate. He re-entered the automobile and began to cross the track when he and the car were hurled into the air by the express train. The high west wind which blew directly into the face of the engine assisted in preventing the sound of the locomotive reaching the driver. The man was hurled 120 feet and the car half the distance.

Mr. Conlon witnessed the accident but was unable to give an alarm in time to prevent the tragedy. Upon reaching the wreck Mr. Conlon made a search for the victim and found him a considerable distance farther away. Mr. Cooke died instantly receiving a fractured skull and having both legs and arms badly broken.

07/06/1930 *Ottawa Journal**Belleville**Glen Tay*

Man found dead beside tracks

Perth, Ont., June 6 - David Hollywood of Sharbot Lake was found dead on the C.P.R. tracks near Glen Tay last night by one of the section men. It is believed he either jumped from a freight train or was struck by the Perth local, which goes to Glen Tay to turn. Hollywood was an employe of C.P.R., and was about 60 years of age. A jury was impaneled and after viewing the body the inquest was adjourned until Tuesday evening in the council chamber at Perth.

18/07/1942 *Ottawa Citizen**Belleville**Glen Tay*

12 persons hurt in train collision in Lanark county

9 passengers, three crewmen slightly injured as freight and express crash at Glen Tay.

Nine passengers and three train crew members were injured slightly early today when a fast freight train collided with the Montreal - Toronto express at Glen Tay station in Lanark County, the Canadian Pacific Railway announced.

The C.P.R. said the cause of the collision, at 2.28 a.m., has not yet been definitely determined. The line was blocked until 6.55 a.m.

C.P.R. train No. 904, fast eastbound freight, pulling into Glen Tay at 2.28 this morning, struck passenger train No. 21, which was standing on westbound main track in front of the station," the C.P.R. said.

"Eight cars on No.904 and one coach on No. 21 were derailed. Two members of the crew of No. 904 and one member of the crew of No. 21 and nine passengers were injured, none of them seriously. The line was cleared by 6.55 this morning.

List of injured. (included F.E. Lindsay, baggageman, Toronto; M. Cousineau, fireman, Smiths Falls; J. Duffy, fireman, Smiths Falls.)

News of the derailment caused considerable excitement in Ottawa this morning. Many Ottawans were aboard the train which left Union Station here at 11 o'clock last night. The newspaper and railway offices handled many calls from friends anxious to find out whether any of the passengers had been killed or seriously injured. They were relieved to hear that only a small number of the passengers had been hurt, and these slightly.

The morning train from Toronto, due to arrive in the Capital at 7.30, was two hours late, coming in at 9.30

24/05/1946 *Ottawa Citizen**Belleville**Perth*

Struck by train, Perth woman dies.

Struck by a CPR freight train at the foot of Queen street shortly after 11 o'clock this morning. Mrs. Mary Hall, 62-year-old resident of the nearby town of Fallbrook, dies of her injuries shortly after five o'clock today in hospital. An inquest will be held on Tuesday.

According to Police Chief Carson Smith of Perth who investigated, Mrs. Hall was struck by the slow moving freight train, severely injuring her hip and causing numerous internal injuries. The train came to a stop almost instantly. It is believed that Mrs. Hall was unaware of the approach of the train.

In charge of the train were Conductor Roy Britton and Engineer Pete Hanson, both of Smiths Falls.

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25/04/1949 *Ottawa Citizen**Belleville**Perth*

Glen Tay Couple Killed With Baby In Accident

A young couple from Glen Tay, Ont., and their 15-month-old son were killed almost instantly last night at approximately seven o'clock, when the light panel truck in which they were driving was struck by an eastbound freight train at the Wilson street crossing, Perth.

Dead are Gordon Chaplin, 27; his wife, Mrs. Lorna Chaplin, 25, and 15-month-old Brent Chaplin, their son, all of Glen Tay, a town situated about four miles west of Perth.

The Chaplin family were heading west for their home after spending the day in Perth, when the accident occurred. The force of the impact drove the light truck some forty feet along the track and completely demolished the vehicle.

Witnesses to the crash managed to remove Mrs. Chaplin, who was still alive, to an awaiting ambulance and rushed her to hospital. She died a few minutes after admittance. Mr. Chaplin and 15-month-old Brent Chaplin were killed instantly.

To Hold Inquest

Dr. H. C. Hagyard, district coroner, was called to the scene and after viewing the bodies said an inquest would be held in Perth on May. 3. At present the bodies are resting at the Blair funeral home, Perth.

The Wilson street crossing is completely equipped with a wigwag signal and bell and Chief E. C. Smith of the Perth police department, who made the investigation, said all equipment was in correct working order.

One witness to the tragedy said that there is a possibility that brilliant sunshine temporarily blinded Mr. Chaplin and that he did not notice the danger signal.

Another witness said that Mr. Chaplin apparently thought he could cross the tracks before the train arrived. This fact was borne out by visible skid marks on the road, where the man had attempted to bring his truck to a halt.

Hit Broadside

The engine struck the cab of the truck broadside, pinning Mr. Chaplin in the cab of the truck and hurtling Mrs. Chaplin to the ground. The baby was carried on the front of the engine some 400 yards from the scene of the accident. The child's lifeless body was discovered there, when the engineer stopped the train.

TRUCK-TRAIN CRASH VICTIMS Gordon Chaplin, 27, and his wife, Mrs. Lorna Chaplin, 25, of Glen Tay, who were killed when the light panel truck in which they were driving was struck by a freight train in Perth Sunday evening. The couple's 15-month-old son, Brent, also died in the crash. Mr. Chiplin was killed instantly while his wife died shortly after being admitted to hospital. Glen Tay is four miles west of Perth.

01/08/1949

Ottawa Citizen

Belleville

Perth

Perth Man Hit By Train

PERTH Herbert (Scotty) Mc-Inroy is in a critical condition in the GWM hospital with both legs severed and his right arm badly mutilated after being struck by passenger train No. 33 going west near the Isabella St. crossing at two o'clock yesterday morning.

McInroy who lost his left arm in the First World War was sitting- on the north rail of the track on a slight curve, and was seen by the engine crew, but the blowing of the whistle and the screeching of brakes failed to draw McInroy's attention to the approaching train.

The train was stopped and the crew found the injured man on the north side of the track. H. C. Hagyard and Dr. J. F. Noonan were on the scene in a few minutes and had McInroy removed to the hospital. After a major operation yesterday morning McInroy's condition was reported as fair with a chance for recovery if no further complications arise.

Chief of Police Carson Smith was among the first to reach the scene of the accident and assisted the doctors in first aid. Chief Smith is in charge of the investigation.

06/08/1951

Ottawa Journal

Belleville

Perth

Derailement Tears CPR Line Near Perth

SMITHS FALLS, Aug. (Staff) Traffic on the CPR main line was delayed briefly last night when one box car of an eastbound freight train jumped the tracks during switching operations a mile east of Perth. No one was injured.

The derailment resulted in a stretch of track being ripped up. Rail official said service could continue over another track.

Provincial Police Corporal H. A. Caldwell and Constable Bud Mitchell of the Perth detachment investigated the accident. A wrecking crew was despatched to the scene from the Smiths Falls rail shop to clear the line.

25/04/1952

Ottawa Journal

Belleville

Perth

Perth-Montreal CPR Local Ending 62 Years Service

Perth April 25

After 62 years continuous service on the CPR, the Perth-Montreal local will make its last run on Saturday night when it reaches Perth at 9.30.

From time to time during the past decade the company has threatened to discontinue this train, but pressure was brought to bear by local councils and citizens and the train continued.

\$24,000 loss

According to CPR officials, the company has been losing money on the operation of this train and figures presented by officials show that nearly \$24,000 was lost last year.

Statistics show that the average passenger use from Perth to Smiths Falls is 1.2 daily and from Smiths Falls to Perth 2.2 daily

During the long time that this train was in service many changes have been made in the personnel. For many years the train crews were not changed too often with the result that the members made their personal residence in Perth.

Of late years, most of the crew died or were superannuated until the entire crew was made up of residents of Smiths Falls or other points east.

No Station at First.

When the train first began its run to Perth it stopped at a point which is now used as an unloading platform. After the line was built west of Perth the present station was erected.

For a number of years the "local" run was to Glen Tay where it was turned on the "Y". Before the advent of larger engines the engine was reversed on a turntable near the engine house.

A passenger service by motor bus will be inaugurated by the CPR from Smiths Falls to Perth for passengers arriving from Montreal for Perth at 8.25 and passengers who disembark from the Brockville-Ottawa train at 8.48.

In addition on Sunday afternoon beginning on April 27, a bus service will be operated between Perth and Smiths Falls for passengers going to Montreal at 5.00 p.m. and those going to Toronto at 4.50 p.m. The bus will leave Perth at 4.10 to make train connections

10/11/1953

Ottawa Citizen

Belleville

Perth

Train Kills Youth, 19

PERTH (Special) John A. Somerville, 19, of R. R. 1 Perth, sustained fatal injuries Monday evening when his early model car smashed into the side of a slowly-moving freight train in Perth.

The car, driven by the young farm boy, was travelling north on North Street when it struck the train at the CPR crossing about 7.20 p.m. Taken to the Great War Memorial Hospital here in a Blair and Son ambulance, young Somerville succumbed to his injuries, which included a fractured skull, at 10.30 p.m.

No Inquest

Coroner Dr. A. C. Fowler, who viewed the body, said last night that no inquest will be held.

Chief Constable E. S. Thompson of the Perth police, who investigated, told The Evening Citizen that the train was going east and was approaching the station in Perth at a slow rate of speed at the time of the crash. He could not give a reason for the accident.

The accident victim is a son of Mr. and Mrs. Sinclair Sommerville. He worked on his father's farm.

The engine crew consisted of Engineer Pollock and Fireman M. Hornsby, both of Havelock, Ont.

18/07/1955

Ottawa Journal

Belleville

Perth

Escapes Death when Car Hit By Express Train

Perth July 18. John Mervyn Roberts, 52., of Lanark, narrowly escaped death Saturday afternoon at 4.20 when he drove into the path of eastbound CPR passenger train No. 36 at Wilson street crossing in Perth.

Mr. Roberts was driving south on Wilson street and stopped on the north side of the track to permit a westbound freight train to pass. He was alone at the time. When the freight had passed he drove on to the track. The express struck his sedan car and knocked it through a guard fence and into the ditch.

Mr. Roberts was given medical attention at the scene of the accident by Dr. A.E. Fowler of Perth and removed by ambulance to the G.W.M. Hospital where it was found he was suffering from a concussion and lacerations. His condition is not considered serious.

The accident was witnessed by Alex Kay of Perth who had stopped his car on the south side of the tracks to permit the trains to pass. Mrs. Robert Dixon, who resides near the crossing, was also a witness.

Mr. Meraw of Smiths Falls was the engineer on the passenger train and Thomas Broughan, Hudson avenue, was the conductor.

Police Chief C. H. Thompson of Perth and Constable William Ritchie investigated the accident.

Auto In Train's Path At Perth, Driver Hurt

PERTH (Special) John Mervyn Roberts, 52, of Lanark, narrowly escaped death Saturday afternoon at 4.20 o'clock when he drove into the path of an eastbound CPR passenger train at Wilson Street crossing at Perth. Roberts was driving south on Wilson Street and stopped on the north side of a double track to permit a westbound freight train to pass. He was alone at the time.

When the freight had passed he drove onto the track and the express struck his sedan car and crashed it through the guard fence approaching the tracks, into the ditch.

Roberts was given medical attention at the scene of the accident by Dr. A. E. Fowler, and removed by ambulance to the Great War Memorial Hospital where it was found he was suffering from a concussion and several lacerations. His condition is not considered serious.

The accident was witnessed by Alex Kay, of Perth, who had stopped his car on the south side of the tracks to permit the trains to pass.

Mrs. Robert Dixon, who resides near the crossing, also was a witness to the accident.

M. Meraw, of Smiths Falls, was the engineer on the passenger train and Thomas Broughan, was the conductor.

Police Chief C. H. Thompson of Perth and Constable William Ritchie investigated the accident

31/03/1956 *Ottawa Citizen**Belleville**Perth*

Two Elderly Men Die As Train Hits Truck At Perth's Crossing

PERTH (Special) Two elderly men died instantly Thursday afternoon when a CPR passenger train struck a half-ton truck in which they were riding at a crossing near here. A warning from nearby railway workmen to the two men in the truck went unnoticed

Dead are: Samuel S. McCann, 72, of Portland, Ont., the driver of the truck, and Herbert Patterson, 70, of Perth.

The train, eastbound from Toronto to Montreal, struck the truck at a level crossing on the Third Line of Bathurst near the Lanark County Home on the outskirts of Perth. The gravel road was covered with about three inches of new-fallen snow.

Stationary Sign

The crossing, marked with a stationary sign, is on a straight stretch of road with no upgrade. Visibility is good with few obstructions.

The passenger train was due at Perth at 3.20 and the train crew was engineer, S. Nelson, fireman, J. C. Neil, and conductor, George Youngiliss all of Smiths Falls.

Together with his son, Douglas, Mr McCann brought a number of calves to the McLean sales barn, and later Mr. McCann started to Perth to do some shopping, while his son remained at the sales barn. Mr. Patterson accompanied Mr. McCann on his return to Perth, and the scene of the accident was about 300 yards from the sales barn.

Didn't Hear Whistle

The railroad and highway run at about a 45-degree angle, and the driver evidently did not hear the train whistle for the crossing nor hear the train coming from behind. A gang of section men standing beside the track waved a warning to the approaching truck, but evidently their signals were not noticed.

The truck had just reached the center of the track where it was struck broadside by the engine. The truck was carried about 250 feet down the track, where the truck rolled into an eight-foot ditch, resting on its four wheels. The left fender was wedged into the front of the engine and was removed with much difficulty.

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13/04/1956 *Ottawa Citizen**Belleville**Perth*

Accidental Verdict In Double Death

PERTH, Ont (Special) At an inquest held here last night inquiring into the deaths of Herbert Lawrence Patterson, Perth, and Samuel Seymour Me Cann, Portland, RR 1, who were killed on Thursday, March 29 when the truck in which they were driving was struck by a CPR passenger train about 3.15 p.m. the jury brought in a verdict of accidental death with no blame or negligence attached to the CPR or their employes.

The jury recommended that the CPR install signal lights at this crossing and also remove the brush on the east bound side of the railroad right of way.

05/10/1956 *Ottawa Citizen**Belleville**Perth*

Train Hits Empty Car

PERTH . (Special) A car was demolished near Perth Wednesday night when, stalled on a crossing, it was struck by a westbound CPR freight. It had been abandoned while its owner went for help to move it

Richard Nagle, 16, 6 Brock Street, Perth, who owned the car, a 1931 model, and, his friend Gerald Mitchell, 17, 20 Brock Street, were going north east on North Street when the car stalled. Muchell was driving.

The boys tried to push the car off the double track but were unsuccessful. They left the car to get help and, while they were gone a freight struck it, tossing it in the ditch.

16/03/1962 *Ottawa Citizen**Belleville**Bolingbroke*

No Injuries As Engine Derailed

PERTH (Special)-The engine of an overnight passenger pool train, travelling from Toronto to Montreal, was derailed 14 miles west of here early this morning. There were no injuries. Passengers arrived at their destination five hours late.

The derailment occurred shortly before 4 a.m. According to a CPR official, the train was passing through a rock cut near Bolingbroke when the front truck of the lead diesel struck a rock. None of the cars left the track.

27/04/1962 *Ottawa Citizen**Belleville**Perth*

Train, Car Crash Kills Perth Man PERTH (Special) - A 79-year-old Perth district man died Thursday after his car collided with a CPR freight as he drove down a lane on his farm. Thomas Russell Hosie, of RR 4, died in the Great War Memorial Hospital in Perth two hours after the accident, which happened at 2 p.m.

The car was tossed 30 feet into a ditch on the left hand side of the road. The approach to the tracks was clear

05/12/1966 *Ottawa Citizen**Belleville**Perth*

Perth Area Couple Killed in level crossing crash

PERTH (Special) - A 67-year-old retired farmer and his wife were killed here Sunday morning when a 90-car freight train demolished their car as they were driving to church,

James F. Crain and his 59-year-old wife, Elta Mabel, of RR2, Perth, died instantly when the westbound CPR train smashed into their car at the Drummond Street level crossing.

The train, travelling about 45 miles an hour, dragged the car 115 feet down the track. The mishap occurred about 10.45 a.m.

Police said the crossing is marked by wig-wag signals which were operating at the time.

Engineer of the train was Charles Hood of Smiths Falls. The Crains recently moved here from the Sharbot Lake area. Their son, Leonard, operates an insurance agency here.

09/05/1968

Ottawa Journal

Belleville

Perth

Soon to be closed

Perth. The CPR station at Perth will soon become a deserted landmark

The station agent there, Dalton Campbell, was advised this week by W.J. Bowles, general manager of Canadian Pacific Railway, that it is the company's intention to close the Perth station. Several other stations in the Trenton division are scheduled for closing. The earliest closing date was set for July 28.

The present station staff including the express service is five.

The pickup and express delivery will be handled out of Smiths Falls when the Perth station closes. Telegrams will be handled through the Kingston office. It is expected that the CPR will inform the public in more detail as to the new setup in services.

The last two passenger trains to stop at Perth were discontinued Jan. 24, 1966. In the 1930's 14 passenger trains came through Perth each day.

Marathon Realty, a section of CPR, notified Perth town council that it would co-operate in leasing a 3 1/2 acre section of land at the station for an industry. Any construction on the property would have to be on a longer term lease.

16/01/1971

Ottawa Journal

Belleville

Perth

Train Demolishes Car at Crossing PERTH

(Special) A westbound CPR freight train completely demolished a car driven by Ron Lauzon after the auto stalled on a crossing three miles west of here Friday.

Mr. Lauzon of RR 4, Perth, ran along the side of the tracks and attempted to flag the train down, but it was unable to stop in time. Perth OPP investigated.

23/03/1971

Ottawa Journal

Belleville

Tichborne

A Laxative Lagoon

TICHBORNE, Ont. (CP) Service was expected to be regular again today on the CP Rail line through here following a derailment Monday that dumped thousands of gallons of laxative near a swampy area.

The Ontario Water Resources Commission was investigating whether the milk of magnesia would affect wildlife in the area, 30 miles north of Kingston.

24/06/1971

Ottawa Journal

Belleville

Smiths Falls

Both Feet Severed By Train

SMITHS FALLS (Staff) A 65-year-old Toronto man is in serious condition in St. Francis Hospital today after having both feet severed by a train on the northern outskirts of Smiths Falls.

Police said Harold Thompson of Indian Grove Avenue believed to be a transient claims to have lain beside CP tracks for four hours before being discovered early this morning by a westbound train crew.

The man was found near the North End overpass where CP railway lines cross over the CN tracks.

14/01/1974

Ottawa Citizen

Belleville

Glen Tay

Family has close escape

PERTH (Special) - A Perth woman and her two children escaped from their car Friday moments before it was hit by an eastbound CP Rail freight train on a levels crossing at Glen Tay, four miles west of here.

Mrs. Gillian Lewis of RR 4, Perth told police her car stalled on the tracks just as she noticed a train approaching from around a bend; there was barely time to escape," she said.

Her 1969 station wagon was demolished.

07/05/1974

Ottawa Journal

Belleville

Perth

Boxcars upse at Perth

PERTH (Special) ; The CPR two mainlines between Toronto and Montreal were blocked Monday when eight cars of a westbound freight train were derailed near the Norm Street crossing in Perth about 6.30 p.m.

Railway officials said a said a [sic] burned out journal in one of the wheels was the cause of the accident. There were no injuries in the mishap.

The derailed cars, loaded with newsprint, were near the rear of the 150-car freight. The last two cars and the caboose stayed on the track.

Ray DiFrisci, roadmaster for CPR, said it was expected the westbound track would be opened to traffic today but the eastbound track will not be open for two or three days.

When the derailed cars crossed into the eastbound track more than 100 yards of track were ripped up and two cars toppled into a 10-foot ditch, and a large hole, four-feet deep, was gouged between the tracks.

The box car that caused the accident came to rest partially off the track, 300 yards from the derailment.

Work crews from Smiths Falls, Perth and Belleville are on the scene repairing the damage.

07/05/1974

Ottawa Citizen

Belleville

Perth

Train derails in Perth, 8 cars lost

PERTH (Special) A 43 car CP freight train enroute from Smiths Falls to Toronto, derailed losing eight cars at the North street crossing in Perth at 5.30 p.m. Monday.

No one was injured.

A spokesman said that one of the rear cars lost an axle in one its wheels causing it to miss a switch and skip the track.

Day DiFruseoi, a CPR road master said a 30 man crew would work "around the clock" to have the west track opened by noon.

It is expected to take three days to clear the east rail.

Meanwhile the rail traffic has been rerouted over CNR tracks from Smiths Falls to Brighton then back on to CPR rails to Toronto.

The eight cars carried newsprint.

08/05/1974

Ottawa Journal

Belleville

Perth

Canadian Pacific work crews are still at work in Perth clearing rubble and righting box cars overturned in a derailment Monday. The westbound track has been opened, but some repair work remains to be done. The eastbound track through town is still closed. Three box cars of eight which flipped off the track are still in a nearby ditch. CPR officials blamed a burnt-out journal in one box car for the derailment. There were no injuries.

05/07/1976

Ottawa Citizen

Belleville

Perth

CP Rail line at Perth closed after spectacular derailment

Canadian Pacific Railroad crews are working today cleaning up the aftermath of a train derailment along the main line four miles east of here.

Thirty cars of a 94-car freight train bound for Montreal from Toronto went off the tracks about 11:30 p.m., Sunday. The freight cars were piled two and three high in places.

CP Rail officials said that there were no dangerous commodities being carried by any of the derailed cars. Most of the cars contained wood products.

There have been no estimates made of the damages caused to the rail line and the cause of the mishap has not yet been determined.

Thousands of feet of track were torn up by the derailment leading to the closure of the line for at least 24 hours. Railway officials also said there were no injuries in the mishap.

05/07/1976 **Ottawa Journal** **Belleville** **Perth**

30 rail cars jump track near Perth
PERTH (Special) No one was injured when 30 cars of a 94-car CP freight train were derailed near here about midnight
Perth OPP said a "hot box" in one of the cars caused the derailment. A hot box occurs when the gears overheat and jam causing the wheels to seize.
Damage to the rail line is extensive, police said. The line will be closed for at least 24 hours until heavy equipment equipment can clear the debris.

05/07/1976 **Ottawa Citizen** **Belleville** **Perth**

Perth. Canadian Pacific Railroad crews are working today cleaning up the aftermath of a train derailment along the main line four miles east of here.
Thirty cars of a 94-car freight train bound for Montreal from Toronto went off the tracks about 11.30 p.m. Sunday. The freight cars were piled two and three high in places.
CP Rail officials said that there were no dangerous commodities being carried by any of the derailed cars. Most of the cars contained wood and building materials.
There have been no estimates made of the damages caused to the rail line and the cause of the mishap has not yet been determined.
Five hundred feet of track were torn up in the derailment. CP Rail spokesman Herb Brookes said that they hoped to complete repairs by midnight tonight.
Meanwhile all freight deliveries between Toronto and Montreal have been postponed.
Railway officials said there were no injuries in the mishap.

06/07/1976 **Ottawa Citizen** **Belleville** **Perth**

Freight detour discontinued
CP Rail reopens westbound line
PERTH (Special) CP Rail work crews have cleared the west- bound section of the main railway line near here allowing the first freight train to use the track since a 30-car derailment Sunday night.
Both the east and westbound line had been blocked after 30 cars of a 94-car freight train derailed Sunday night.
Rail cars containing wood and building supplies piled two and three high. About 1,000 feet of tracks were torn up in the mishap.
The first freight was scheduled to leave Smith Falls bound for Toronto at noon today. Work on the westbound line was completed at 8 a.m. today and CP officials hope to finish repairs to the eastbound line by this evening.
A number of CP freight runs were detoured Monday onto Canadian National lines through Brockville and Brighton. CP officials say they have discontinued the detour.

06/07/1976 **Ottawa Journal** **Belleville** **Perth**

Monday Rail line clean up goes on
PERTH Freight train operations on the westward section of the CP Rail line resumed at 8 a.m. today as crews continued to clean up the aftermath of a major train derailment late Sunday, a CP spokesman said.
Thirty cars of a 94-car freight train were derailed near here and about 1,000 feet of track was torn up in the accident which was apparently caused by a broken axle in one of the cars, the spokesman said.
He said 14 of the derailed cars had been righted. He did not know when the eastbound line would be back in operation. "It will be several days before everything is back to normal."
In the meantime, he said, freight cars will be re-routed over CN tracks via Brockville to Brighton in both directions.
No one was injured in the accident and damage could reach \$1 million.
The affected line lies on the Toronto-Montreal run.

14/02/1977 **Ottawa Journal** **Belleville** **Perth**

Protection gates for Perth
PERTH (Special) Crossing protection gates and lights are now being installed by CPR workmen at the double track crossing on Drummond street west in Perth.
The crossing has several viewing obstructions for oncoming trains and is only protected by flashing lights.
The installation of the new signals has been under negotiations between the town and the CPR for several years.
The estimated cost of the project is \$35,000 and the annual maintenance cost \$10,000.
The town's share will be \$4,400 for installation and \$325 per year for maintenance.

30/12/1977 **Ottawa Journal** **Belleville** **Perth**

Train derailment blocks Perth traffic
PERTH Traffic was blocked off in and out of the west side of Perth Thursday evening after a tank car on a west bound CPR freight train derailed. The derailment occurred about 5 p.m. and the train was moved off the Wilson and Drummond Street crossings about 8 p.m. Traffic in and out of town had to be rerouted to Glen Tay, four miles west of here. The derailed tank car loaded with molasses remained upright near the CPR station on Herriott Street. Workmen began repairing about 100 feet of track Thursday night and a crane was dispatched from Toronto to lift the car back on the track. Eastbound trains were switched onto the double track around the scene of the wreck.

30/12/1977 **Ottawa Citizen** **Belleville** **Perth**

Derailed almost made sticky mess
PERTH (Staff) The 14th car of a 93-car Canadian Pacific freight train derailed in downtown Perth Thursday, but its cargo of 75 tons of molasses was intact when it came to rest almost a kilometre down the track.
No one was injured, but "it could have been a sticky mess," said a Perth police spokesman.
The derailment occurred just after 5 p.m. as the train, eastbound to Smiths Falls, passed the Wilson Street crossing. The car was dragged down the track, causing minor damage to railway equipment. Cause of the derailment has not been determined.
While the three main crossings were blocked by the train, a three- mile detour provided access to the northern part of the city.
Roads were reopened to traffic by 8 p.m. when all sections of the train except the damaged car were removed. Police say heavy equipment may be needed to remove the car.

18/05/1978 **Ottawa Citizen** **Belleville**

Man injured when car hits train
PERTH (Staff) A Perth-area man is in Kingston General Hospital in fair condition today after smashing into the second to last car of an 89-car freight train at a CP Rail level crossing just south of Wemyss on a Bathurst Township side-road.
Provincial police said adverse weather conditions (thick fog) was the major factor that prevented Clifford Ryder, 40, of RR 7, Perth from seeing the train in his path when he approached the crossing at 1.15 a.m. today.
The accident occurred in a remote area about nine kilometres west of Perth at a level crossing which is not equipped with warning signals.
Police said Ryder was transferred to the Kingston hospital after initially being examined at the Perth and District Great War Memorial Hospital officials said Ryder had received head injuries and facial lacerations.
The front of Ryder's car was demolished when it bounced off the boxcar just ahead of the caboose. The boxcar was slightly damaged.
The eastbound train was delayed less than an hour after being struck by the northbound car.

Twisted wreckage of train strewn for 360 metres (with picture)

WEMYSS (Staff) Perth resident Murray Blair, who arrived at the scene of a train-truck crash here minutes it happened Wednesday evening, said the cab of the trailer was sitting undamaged just across the tracks when he got there.

"The train had hit the tractor-trailer just where the cab joins the rear section that's probably what saved the driver's life," Blair said today. "The driver told me he had driven that road every day for a month on trips to Cornwall.

"He said he slowed down and put it into low gear and just as he got the cab up on the tracks he saw the train's light," said Blair. "He put his foot to the mat but he knew he wasn't going to make it, but the action of his wheels when the train hit probably saved him from being dragged back into it."

Blair and his friend George Perkins, who heard the train whistle at his home two kilometres away before the crash, found Butterworth still in the engine, his ankle broken by a log from the tractor trailer that had smashed through the window.

Coburn was sitting in a nearby ditch with blood from his torn ear dripping down his face, said Blair.

The train's 24 cars were strung along a 360-metre stretch of track. Some were piled 15 metres high. One of the engines turned completely around on impact.

Most of the cars were carrying new GM cars destined for St. Therese, Que.

Four cars normally used to transport gasoline, wax, and asbestos were empty. The train was also carrying a few carloads of auto parts.

The tractor trailer was left lying in a deep ravine at the side of the track.

Two auxiliary trains from Toronto and Montreal arrived here at about 1.5 a.m. to begin hauling the twisted wreckage off the track.

More than 150 metres of ruined track must be replaced.

Freight trains leaving Montreal and Toronto were delayed Wednesday and are now being rerouted on Canadian National Railway lines. Passenger service was not affected.

CPR officials expect the cleanup operation and repair work for the tracks to take about another day. The track is expected to be cleared by 4 a.m. Friday

Loss hit \$1 million in train, truck crash

WEMYSS Canadian Pacific Railway work crews are slowly picking up the pieces of a \$1 million train-truck collision here that sent burning wreckage over an area the size of a football field Wednesday night.

Miraculously, no one was seriously injured when an eastbound Canadian Pacific freight train carrying new automobiles slammed into a northbound tractor-trailer laden with pulp logs at a level crossing about 100 kilometres west of Ottawa.

The train's two engineers and the driver of the truck were able to walk away from the 7:45 p.m. accident even though the force of the impact severed the truck in two and piled freight cars one on top of the other.

Train engineer Jim Colborne of Toronto was taken to Memorial Hospital in Perth with a partially-severed ear.

Another engineer, Bruce Butterworth of Peterborough suffered a broken leg. The driver of the truck, Roger Lalonde, 26, of Cornwall managed to walk away with nothing more than a bad scare.

Investigators are still trying to piece together the circumstances surrounding the derailment. There were no warning indicators marking the crossing along the dirt road.

More than 75 CPR workmen and 42 firemen from surrounding towns rushed to the scene to find the lead engine of the train in flames and dozens of smaller fires breaking out as fuel in the automobiles ignited.

Smoke billowed hundreds of feet in the air with explosions erupting from ruptured gas tanks every few minutes.

The area was soaked in diesel fuel and sparks from the engine's electrical system kept igniting the fuel. The fires burned until 5 a.m.

Cost in millions as train rams tractor-trailer

Clean-up of derailed train equipment, destroyed Corvettes and other cars continued today following a multimillion-dollar train wreck Wednesday at a level crossing 10 km southwest of Perth.

A 98-car CP Kail freight train collided with a tractor-trailer loaded with logs about 7:30 p. m., in Dewitt Corners, setting off explosions and fires and ripping up 150 metres of mainline track.

CP officials and police said it was a miracle no one was killed. Two men, engineer Jim Coburn of Toronto and trainman Bruce Bultcrworth of Peterborough, suffered minor injuries in the crash.

The truck driver, Roger Lalonde of Long Sault, escaped unscathed.

About 70 GM cars, container shipments and other freight were damaged or destroyed in the wreck, which derailed three diesel engines and 22 cars and scattered parts of Lalonde's demolished log trailer as far as 100 metres from the crossing. CN [sic] officials plan to have their Montreal-Toronto main line reopened by 4 a. m. Friday, but in the meantime traffic is being rerouted to CN's line or to CP's northern line through North Bay. No passenger traffic is affected.

Engineer Coburn was treated for a partially severed left ear and head cuts while Butterworth suffered a fractured left ankle.

Both were later released from hospital.

Lalonde told police he had slowed down before arriving at the Churchill Road crossing, but didn't see the train and continued over the tracks.

When he did see the train, he accelerated but the first of the three diesel engines struck just behind the cab.

CP officials said the crossing is marked by white, reflective crossing sign, but not by signal lights. The Perth OPP detachment is still investigating the incident.

The force of the impact split apart the three diesels with one landing in a swampy area about 100 metres from the track.

A second diesel, entangled in the wreckage, burst into flames and set off a chain reaction of exploding automobile gasoline tanks.

The train, enroute to Ottawa [sic] from Toronto, was carrying no explosives or corrosive materials, although it was carrying tanker cars which one official said were not "in danger of exploding."

The contents of the tankers was not disclosed.

Officials at the scene estimated damage in the millions of dollars, but CP spokesmen today said damage figures will not be available for at least two weeks.

One of the first persons on the scene was photographer Ted Dyke of nearby Stanleyville.

"It was total chaos when I arrived," he said. "I had never seen anything like it before in my life.

"The wreckage was piled, I would estimate, at least 30 feet high.

His wait for firemen 'seemed like eternity'

By Dave McKay Journal Reporter "Everything was scattered all over the place and there was no sign of life when I arrived at the scene," said Murray Blair, of Perth.

Blair was one of the first persons to come upon Wednesday evening's massive train derailment just southwest of Perth.

Two men were injured when the CP Rail train smashed into the side of a tractor-trailer truck at a level crossing. Damage was estimated in the millions of dollars. "There was nobody around. . .just piles of wrecked cars and logs scattered all over the place," said the Perth Courier newspaperman who discovered the wreckage while taking his dog to the veterinarian.

"I've never stumbled on any thing like this before in my life. It was a real eerie feeling seeing all that metal scattered for hundreds of yards and not seeing anybody else around but me and my friend George Perkins.

"The first thing George and I did was check inside of the cab of the tractor trailer which had been separated from the trailer. When we found no one we ran along the tracks looking for anyone else who might be injured.

"We didn't know at the time the driver (Roger Lalonde) had gone to a nearby farmhouse to get help.

"Then from the other side of the derailed flat cars we heard someone pleading for help. We ran over and found one of the trainmen sitting on an embankment by the wreckage with blood oozing out the side of his head.

"The fellow (Jim Coburn) asked me if his brain was sticking out because all he could feel was the blood dripping down (he side of his face. I didn't tell him how bad it was but his ear seemed to be hanging by a thin piece of skin.

"He told us he would be all right and asked us to go and check on a co-worker (Bruce Butterworth).

"We spotted him within a few minutes in one of the derailed diesels but we couldn't get to him because of all the debris.

"The man (Bu(terworth) was worried about the explosions but we told him he was safe until firemen arrived, he said he was feeling weak because of a log that had smashed through the cab window and hit his leg."

Blair said it seemed like an eternity before firemen arrived and began rescue operations.

Another witness, Ted Dyke, of nearby Stanleyville arrived at the scene shortly after Blair.

"All those Corvettes burning ... I couldn't believe my eyes. All those other cars that looked liked someone had taken a giant can opener to them . . . man was it a mess. You feel so helpless when you look at a disaster scene like this," said Dyke.

Dyke, a photographer, started taking pictures of what he described as an "ugly scene."

"There were at least two dozen cars on fire with twice that many wrecked. Debris was piled at least 30 feet high and I had to stand on top of some of it to take my pictures.

"The fire was punctuated with explosions from the gasoline tanks on the cars. I spotted one of the diesels at the bottom of the pile," continued Dyke.'

"When I left cars were still burning and exploding while firemen were attempting to put out the flames by pouring water and foam on them.

"I guess it will be a couple of weeks before the mess is cleaned up."

It didn't matter that the Cadillac Seville was worth \$14,000 it was dragged to a nearby field along with other hunks of metal which were once luxurious automobiles.

Corvettes, Trans Ams, Oldsmobiles, and Cadillacs, part of a shipment of 108 new cars en route to General Motor's plant in Ste. Therese, Que., were all subjected to the same treatment during the clean-up operation after Wednesday night's train wreck near Perth.

They were dragged off the main line into nearby fields to make way for repair crews and new rails.

More than 100 men had been called in from Montreal, Toronto and Ottawa to help with the massive cleanup. Equipped with two heavy-duty cranes, two diesel bulldozers, a front-end loader and steel cables, the men cleared away 24 railway cars, most of them loaded with the new automobiles, from a 160- metre stretch of track 13 kilometres west of Perth.

The line was cleared by midnight about four hours ahead of schedule.

The automobiles, all full and midsize models worth between \$8,000 and \$14,000, were part of the cargo of a 98-car Canadian Pacific freight train which rammmed into a tractor-trailer laden with logs.

By mid-afternoon, the crews had cleared away three railway cars of GM parts and empty container cars used to carry wax, gasoline and asbestos. But they were only beginning to work on the removal of the automobiles.

The two 225-tonnes cranes brought in from Montreal and Toronto were needed to move the three-tier railway cars which were strewn about on their side following the impact. An empty three-tier car weighs approximately 22.5 tonnes with its cargo adding another 22.5.

The cranes lifted the wrenched railway cars free from the rails which were bent into pretzel-like scraps of metal by the impact of the derailment. The bulldozers then used steel cables to drag the mangled heaps away from the site.

As the railway cars were dragged to the side, safety chains which secured the automobiles onto the cars began to snap, letting the cargo topple to the ground.

Windshields popped, gas tanks were ruptured and cars flattened as once luxurious models of North American status were reduced to indistinguishable scraps of metal.

A spokesman for CP Rail said the company would try to salvage what it could but clearing the track was the main priority.

The charred remains of a diesel engine, bearing the familiar CP Rail logo, was one of the first pieces of equipment to be cleared from the rest of the rubble.

Once a mighty driving power, it was reduced to a mere scrap of metal, waiting for its final ride to the scrap yard.

Lucky trucker tells of escape

It was getting dark and Roger Lalonde had to get the heavy load of pulp wood just cut near Sharbot Lake to a Cornwall paper mill.

He decided to take the back roads to avoid the highway traffic.

The short cut brought the 23-year-old Long Sault man to a level railway crossing at Dewitt Corners, about 13 kilometres west of Perth and within metres of death.

At 7:35 p.m. Wednesday, a 98-car CPR freight train slammed into Lalonde's tractor trailer at 80 kilometres per hour.

In a few horrifying minutes the train's three diesel engines lunged burning into the ditch and 24 railway cars, many of them tri-level automobile carriers, piled into each other in a mass of flames, explosions and twisted metal.

Amid the carnage, Lalonde emerged from the cab of his truck totally unscathed.

"I guess I'm pretty lucky to be here," he said Thursday, back with his family at his Long Sault home. "It all happened so fast, I didn't know what hit me. When I started to cross the tracks there was just no train there. Then I saw the light coming up fast.

"Witnesses say Lalonde survived only because the lead engine severed his vehicle dead on the connection between the cab and the flatbed trailer.

Two CPR engineers were injured when the diesel derailed and plunged into marshy ground beside the track. But there were no serious injuries.

Lalonde, still shaken by the experience, said Thursday he had used the gravel road frequently since he began the run from the Sharbot Lake logging operation to Domtar Ltd. in Cornwall last month.

While there are no railway lights at the crossing, he never thought it particularly dangerous.

"I was only going about one mile an hour across the tracks. I just didn't see the train until it was right on me," he said. They definitely need warnings there."

Lalonde, who bought his International tractor and flatbed trailer just a month and a half ago for the family business, doesn't know what the future holds.

"I guess I just have to sit and wait for the insurance people."

The Perth OPP detachment is still investigating the accident.

Meanwhile CPR officials are tallying the damages which may reach \$2 million.

General Motors of Canada Ltd., which had 108 brand new automobiles and three box cars of components on the train, has sent its own investigators to survey the ruins.

The GM cars - all full and midsize models - were all from the Windsor, Ont., plant en route to GM's plant in Ste. Therese, Que., where more cars would be added to the train for distribution to points east, said GM spokesman Nick Hall.

Hall said the company can't even estimate the damages yet until the mess has been cleared away, but he wasn't optimistic.

"Usually in cases like this, very few of the cars ever make it to the streets. Even if they appear undamaged, they have to be impounded and checked over very carefully," he said. "Most of them will be insurance writeoffs and used for parts or repaired and turned over to GM's employee training centres."

While a shipment of GM cars was damaged in a train derailment near Thunder Bay last July, Wednesday's mishap appeared to be one of the most serious for the company, said Hall.

Spokesmen for both GM and CPR said the companies have extensive insurance coverage.

21/09/1979

Ottawa Journal

Belleville

Weymss

Train wreck damage set at \$3-\$5 million

Insurance adjusters at the scene of Wednesday's derailment of a 98-car CP Rail freight train say damage estimates range from \$3 million to \$5 million.

Three diesel engines and 22 cars carrying about 70 new GM automobiles were destroyed after leaving the track about 7:30 p. m. in Dewitt Corners, 10 kilometres southwest of Perth, following a collision with a tractor-trailer truck loaded with logs at a level crossing.

CP Rail officials and police said it was a miracle no one was killed, although engineer Jim Coburn of Toronto and trainman Bruce Butterworth of Peterborough remain in hospital and are reported in stable condition.

Coburn received emergency surgery to repair an almost severed left ear while Butterworth suffered a fractured left ankle.

Truck driver Roger Lalonde of Long Sault escaped uninjured.

Impact of the collision split the tractor from the trailer while the train continued for about 1K0 metres before derailling and bursting into flames.

Burning diesel fuel spread to the tanks of the automobiles, setting off a chain of explosions.

It took firefighters more than 10 hours to extinguish the blaze.

CP Rail officials say it will be at least another week before all the debris is cleared from the area.

11/10/1979

Ottawa Journal

Belleville

Perth

Station untracked Despite efforts by history buffs, the old CP Rail train station in Perth fell to the wreckers this week. The station, (above) built before the turn of the century, will be replaced by a new building. CP rail said it was too costly to heat and maintain the old structure. The town's architectural heritage group and council had considered purchasing the old station to use as a museum but the cost of buying and moving it was prohibitive, and council lacked the authority to stall the demolition.

11/10/1979

Ottawa Journal

Belleville

Perth

Despite efforts by history buffs, the old CP Rail train station in Perth fell to the wreckers this week. The station (picture above) built before the turn of the century will be replaced by a new building. CP Rail said it would be too costly to heat and maintain the old structure. The town's architectural heritage group and council had considered purchasing the old station to use as a museum but the cost of buying and moving it was prohibitive, and council lacked the authority to stall the demolition.

09/01/1980

Ottawa Citizen

Belleville

Weymss

Driver cleared in crash

PERTH (Special) The driver of a logging truck involved in a \$2-million accident with a CPR, freight train last fall was found not guilty of a charge of careless driving in provincial court here Tuesday.

Roger Lalonde, 24, of Cornwall, was hauling a load of logs last Sept. 19 when the spectacular accident occurred at a level crossing 1 1 kilometres southwest of here.

Although his tractor-trailer was cut in half, Lalonde walked away without a scratch.

A number of trainmen were injured in the collision.

Seventy-two late model cars were destroyed in the accident and fire from the train burned for eight hours.

23/06/1980

Ottawa Citizen

Belleville

Perth

Man's short cut leads to death

A Perth man died instantly Saturday when he was hit by a train and dragged 500 metres while taking a short cut home along the railroad tracks.

In one of ten fatal accidents in the area this weekend, John Paul Noonan, 22, of Wilson Street, was struck by an 85-car Canadian Pacific freight train about a kilometre east of Perth at 2:10 a.m. Saturday.

"According to the train engineer, he was lying on the planking between the railway tracks at the crossing, said Corporal Vince Price of the OPP in Perth.

Police speculate Noonan tripped, knocking himself out in the fall.

With picture.

A 90-car freight train derailed in an isolated area near Sharbot Lake Tuesday, spilling a dangerous chemical that could have caused an evacuation in a populated area.

Railway workers were building a dike today to contain the substance after one of the cars tumbled into Sucker Lake, about 150 kilometres southwest of Ottawa. The CP Rail derailment could have been dangerous enough to call for an evacuation if it had happened in a populated area, said Jim Renahan of Spills Action Centre, a provincial environmental agency.

No one was injured when the Toronto-bound train crashed about 7:30 p.m., tearing up about one kilometre of track. About 35 flat cars and eight diesel locomotives left the main Montreal-Toronto line.

Four containers, each containing 18,000 kilograms of the crystalized food preservative sodium hydrogen sulphite, were thrown from flat cars.

One container broke through the ice on the shallow water and cracked. CP Rail spokesman Herb Brooks said the crack is above the water line and while a small amount of the chemical may have leaked into the water, it has been determined that it wasn't enough to cause concern.

The chemical, when mixed with water, forms an acid and the resulting fumes can cause severe burning to eyes, skin and lungs.

Federal and CP investigators are trying to determine the cause. While there are no firm damage estimates, Brooks said the tally will likely be "several million dollars."

The lake drains into Bobs Lake, which is part of the drinking water system used by Perth-area residents. Provincial officials have said there is no immediate cause for concern.

The only resident near the crash site said he was warned not to drink water from the small lake by the O.P.P. "They said don't drink the water until everybody's sure," said Andrew Mathewson, 25, of Bay Street in Ottawa. He was spending the holiday at his family's cottage near the crash.

The accident site is five kilometres from the nearest road and can only be reached by foot, snowmobile or air.

Brooks expects the tracks to be clear by Saturday, and until then, traffic will be re-routed to the Canadian National line between Brighton and Brockville.

Passenger service on VIA Rail will not be affected.

The train was travelling about 70 km/h along a 10-metre embankment on the edge of the lake when it left the tracks, about 13 km from Sharbot Lake.

It was travelling within the recommended speed limit.

Mathewson said: "It looked like two of the engines had uncoupled and de-railed, but continued along the track for about a half-mile, ripping the track and splintering ties. It's a real mess."

CP Rail spill cleanup complicated

Efforts to contain a possible chemical spill at a CP Rail derailment west of Perth are being complicated by the failure of a makeshift dike built around two partially submerged cargo containers.

Work crews abandoned work Thursday on a crumbling sand-and-gravel dike in Sucker Lake, deciding to try a retaining wall of plywood to help ensure acid doesn't escape into the water system.

Clean-up officials fear the damaged containers could fall apart during a bid to fish them from the lake, and thus want to make sure the dangerous preservative doesn't pollute the area.

The containers fell into the lake when 35 cars and eight locomotives of a 90-car train derailed Tuesday, tearing up about a kilometre of track. Sucker Lake is near Sharbot Lake, about 120 km southwest of Ottawa.

Clean-up officials say more than 2,000 tons of sand and gravel have disappeared into the soft lake bed in an effort to form a small lagoon at edge of the lake. CP crews will now try driving posts into the bottom and creating a wall using plywood sheets strung between the posts. The wall would be reinforced by sand and gravel.

Stan Kaplan, the Canadian Transport Commission's director of dangerous goods, said the containers are now stable, but have serious structural damage.

"They now look like something between a square box and a pancake."

The barrels holding the chemical have been crushed, but so far heavy plastic liners have prevented serious leakage.

Both rail containers hold 18,000 kilograms of the crystallized sterilizing agent sodium hydrogen sulphate, which forms a low-strength acid when mixed with water.

The chemical is used as a food preservative, a disinfectant and for soap production.

Chemical tests have shown minor traces of acid in the water surrounding the containers, but officials say there is no immediate danger.

If a major spill does occur, severe environmental damage would result, killing many of the fish in the lake, said John Steele of the provincial environment ministry.

Even a minor spill could damage the reproductive cycle of the fish, he said.

Even when the new dike is made secure, the containers still cannot be moved until the cars and diesels that left the main CP track between Toronto and Montreal are removed and the track is repaired.

Officials say the track work could be completed by Saturday.

Two railway cranes can then be moved into place to remove the containers on Monday or Tuesday. Kaplan said the containers will be winched slowly up the 10-metre embankment because it is too risky to lift them.

When that work takes place, environmental clean-up crews will be on the scene to remove any contaminated water in the lagoon before-it can leach into the lake. To ensure quick action in case of a leak, the environment ministry is monitoring the acid level of the water around the containers and at a small creek that connects Sucker Lake to Bobs Lake, which is part of the drinking-water system used by Perth-area residents.

Steele said that because the lake is only a small part of the system, the potential effect on drinking water is not a major concern.

But town officials are keeping Perth's reservoirs topped up just in case.

Bruce Guthrie, manager of Perth's public utilities commission, says the reservoirs' four-million-litre capacity would normally be a one-day supply for the area.

He added that water could be rationed if necessary.

There has been no official estimate of damages, but CP Rail spokesman Herb Brooks said the cost of the derailment will run to "several million dollars."

The commission will hold an inquiry.

SHARBOT LAKE - A citizens' railway safety group called Friday for a public inquiry into Tuesday's train derailment, as cleanup officials reported success in containing partially-sunken cargo containers filled with an acidic chemical.

Harold Morrison, chairman of the M-TRAC Rail Safety Organization, said: "This is a frightening wreck and I have a feeling there's a lot more (to it) than what you see."

Although the Canadian Transport Commission has announced an official investigation into the derailment of a CP freight train carrying more than 80 tonnes of hydrogen sulphate at Sucker Lake west of Perth, Morrison says a full-fledged public inquiry is needed.

He said he is "concerned about the speed of the train and how it was being operated on New Year's Eve" and questioned how safe it was to have 12 locomotives on a train.

M-TRAC, which stands for the Metro Toronto Residents' Action Committee, was formed by 25 community groups in Toronto after the 1979 Mississauga train wreck. CTC spokesman Evan Browne said public inquiries are reserved for fundamental policy issues affecting rail traffic across the country.

CTC officials and the provincial environment ministry also said Friday it is unlikely any charges will be laid in connection with the incident.

Meanwhile, cleanup crews at the wreck site, about 120 kilometres southwest of Ottawa, said Friday the cost of the accident and cleanup could run as high as \$12 million.

Thirty-five cars and eight locomotives are crumpled along a rail line flanked by a rock cut and the lake.

After earlier attempts to build a sand and gravel dike failed, workers managed Friday to build a plywood retaining wall around two cargo containers filled with hydrogen sulphate that crashed into the lake.

The plywood wall, sunk about one metre into the lake bottom, is a precautionary measure should the cardboard and plastic barrels in the rail container begin to leak.

Stan Kaplan, the Canadian Transport Commission's director of dangerous goods, said Friday the water under one of the partially submerged rail containers showed a slight acidity but levels were normal in other parts of the lake.

Kaplan said one or two barrels inside the rail container may have burst during the derailment, sending a spray of powder over other derailed cars and in the immediate vicinity of the chemical containers.

He said the acid levels were not enough to affect any form of life in the lake.

If all goes according to plan, the containers will be hauled gently out of the lake on Tuesday, he said.

Cleanup crews are also struggling to soak up thousands of litres of diesel fuel oil which seeped onto about 450 metres of frozen lake.

By late Friday afternoon, about 5,000 gallons of oil had been removed from the lake surface by cleanup crews using sponges to soak up the oil and shovels to scrape off the surface layers of ice, slush and oil.

Kaplan said test holes dug into the ice showed no oil was getting into the lake.

Glenn Swanson, CP's general manager of operations for the eastern region, said the train was travelling within the regulation speed of 45 to 50 miles an hour for unpopulated areas

Toxic drums removed individually. With picture.

About 100 barrels filled with toxic chemicals were being removed individually early today from a rail container that crashed into Sucker Lake during a train derailment New Year's Eve.

CP Rail crews used huge winches to lift one partially-submerged rail container from the isolated lake Saturday, but the second was too badly damaged to be lifted from the water while loaded.

A spokesman for CP said cleanup of the second container should be completed by day's end.

The shipment of sodium hydrogen sulphate was part of a 36-car derailment near Sharbot Lake, about 120 kilometres southwest of Ottawa.

The chemical makes sulfuric acid when mixed with water. Cleanup crews built a dike of sand, gravel and plywood around the submerged cargo to make sure the lake wasn't polluted in case of leaks from the containers.

Before they could get to the chemical, workers had to tackle other smashed containers that fell on the rail cars during the train wreck.

Stan Kaplan, the Canadian Transport Commission's director of dangerous goods, said the weekend salvage was time-consuming, but went according to plan.

"It is better to do it slowly and carefully than to do it quickly and screw things up," Kaplan said.

As the first container was pulled from the water, a small amount of chemical spilled onto the sandy embankment of the rail line, and was immediately neutralized with sodium carbonate.

Both CP and environment ministry officials regularly checked the water around the crash site for evidence of acidity, but concluded the spill was successfully neutralized.

Jack Pruner the environment ministry's officer for the Kingston area, said the chemical posed little danger to life in the lake.

"It's very localized and there's not enough to cause too much of a problem," said Pruner.

"We're fortunate the cars weren't carrying chemicals of a more toxic nature."

He said a greater environmental hazard was posed by thousands of litres of diesel fuel oil that seeped onto part of the frozen lake.

Most of the 22,700 litres has been sponged off the surface, and Pruner said the extent of damage will not be known until spring thaw.

In the meantime, he will conduct regular tests to make sure no fuel leaves the lake, entering the water system that supplies drinking water to Perth.

Eight locomotives and 36 cars of the 90-car train derailed in the accident, tearing up a kilometre of track.

The CTC, which suspects track problems caused the crash, is conducting an inquiry.

Four containers, each carrying 18,000 kilograms of the food preservative, were thrown from flat cars when the Toronto-bound train cr--

Clean-up of toxic barrels completed

A cleanup crew has finished removing about 100 barrels of toxic chemicals from one of the rail containers that crashed into Sucker Lake in a train derailment New Year's Eve.

A crew from Syntath Services Ltd. of Thorold, near Niagara Falls, a company that specializes in chemical spills, began plucking individual barrels from the damaged container using a large crane Sunday afternoon. They finished Monday. (13/01)

CP Rail spokesman Jim Barlow said the barrels will be taken to a siding at Bolingbroke, about 24 kilometres from the crash site, where it will remain until it's decided how to dispose of the chemical.

The shipment of the food preservative sodium hydrogen sulphate was part of a 36-car derailment. Four containers, each carrying 18,000 kilograms of the chemical were thrown from flat cars when the Toronto-bound train crashed, tearing up a kilometre of track.

Diesel fuel from derailment site still leaking into Sucker Lake

Diesel fuel is still seeping onto the surface of Sucker Lake from the rail bed where a CP Rail train derailed New Year's Eve, Ontario Environment Ministry officials said Friday.

Jim Pruner said the fuel, spilled from damaged engines at the time of the wreck, is being contained on the surface of the water by a 100-metre-long floating boom. CP Rail officials say the oil is being removed daily.

"We have no idea how long it will take for all that oil to seep out of that road bed. It could take all summer," Pruner said.

He said the problem could continue even into next winter.

There is no evidence the oil is escaping the area encircled by the boom and polluting other areas of Sucker Lake, Pruner said.

The wreck, which occurred along the isolated shores of Sucker Lake, about 120 kilometres southwest of Ottawa, involved 36 rail cars and eight engines. It tore up about a kilometre of track.

More than 5,000 gallons of diesel fuel were collected from the ice during the two-week cleanup at the wreck site, but CP Rail spokesman Jim Barlow said he didn't know how much oil is now being removed each day.

He said damage to the train during the wreck and the cleanup to date have cost CP more than \$5 million. A broken rail is being blamed for the accident, Barlow said.

Pruner said a second and third boom have been set up where the lake discharges into Sucker Creek in case the first boom is damaged and releases any of the fuel.

During the wreck, four rail containers, each containing 18,000 kilograms of the food preservative sodium hydrogen sulphate, toppled into Sucker Lake.

Only a small amount of the acidic chemical leaked into the lake and there are no signs of environmental damage, Pruner said.

29/09/1988

Ottawa Citizen

Belleville

Perth

CP freights giving Perth residents steel rail blues

PERTH The lonesome sound of a train whistle once conjured up romantic visions of rural Canadian life, but for some residents here it means sleepless nights.

Never mind the twangy country songs extolling the virtues of train whistles, they say: that scream can ruin the best of nighttime dreams.

Perth Council this week was asked by a group of citizens to ask CP Rail to order engineers not to blow train whistles when freights pass through town.

And, earlier this month, the board of the Great War Memorial Hospital passed a motion stating the whistle tooting could have an effect on patient care.

Eighteen trains pass through Perth daily and, with four level crossings in town, there's a lot of whistle blowing.

Councillors introduced a motion to request the railway not to use whistles between 11 p.m. and 7 a.m., but it has been tabled for two weeks.

The town wants to talk the matter over with railway officials and study the safety aspects of the situation.

The impact of the nocturnal whistle blasts, says Coun. Phil Aston, depends on the train engineers.

"Some of them tend to lean on the whistle right through town."

It's not the first time the problem of nighttime train whistles has come before council. In the past requests from sleepless citizens didn't get very far, with council citing safety factors as the reason not to silence the trains.

09/05/1989

Ottawa Citizen

Belleville

Perth

Man killed by freight train

Police here say there was no foul play involved in the death of a man struck by a freight train Saturday. Scott Pigden, 23, of RR4 Perth, was hit by an east-bound CPR freight train on the outskirts of Perth about 2 a.m. Police say the man didn't move when the train blew warning whistles.

01/09/2004

Ottawa Citizen

Belleville

OPP believe train hit man who died by lake

CPR says crew had no reason to believe anyone was struck

BY DON CAMPBELL A Kingston-area family is grieving the loss of a son after a bizarre tragedy early Sunday morning near the family cottage on Farren Lake, north of Sharbot Lake.

Jamie Stuart, 26, and most recently of Ottawa, died after sustaining massive head injuries, which Ontario Provincial Police investigators believe were caused when he was struck by a Canadian Pacific Railway freight train as he and two friends stood near the tracks shortly after 3 a.m.

CPR personnel however, searched the train in question, interviewed the crew and found no evidence the man was struck.

CPR public affairs official Michel Spenard said from his office in Montreal that the train's crew remember seeing two men standing in front of a vehicle that had its headlights on and was parked a safe distance from the tracks.

He said the crew did not see a third person and had no reason to believe anyone had been struck by the train.

"Our own police did a thorough investigation of our train and found no evidence any cargo had shifted or fallen off and no evidence of anything," Mr. Spenard said. "Our crew did remember seeing two people standing back from the tracks. They could see the two in their headlights. But the train was only travelling about (60 kmh) and they had no reason to stop. For sure, they would have if they had thought they had struck something."

OPP first received a call about the incident after Mr. Stuart's two friends had already taken him to hospital in Perth. When police arrived, hospital staff were in the process of sending the injured man by land ambulance to hospital in Ottawa, where he died later Sunday morning.

Police investigated the circumstances of Mr. Stuart's death through Monday and, satisfied no foul play was involved, turned the matter over to the regional coroner's office.

Mr. Stuart spent most of his life in and around Kingston, and his parents Bruce and Eleanor and brother Rob live in Sydenham, just north of the city.

The Stuart family declined comment when reached.

10/10/2020

Inside Ottawa Valley

Belleville

Perth

Perth Town Hall Staff to Study Train Whistle Issues

Perth Ontario - Other places may see examples of dog whistle politics, but Perth town council only ever seems to hear about train whistle politics.

In an 18 Sep 2020 email to Coun. Brock McPherson, resident Melody MacDonell wrote that "I would like the leadership in Perth to do something about the train blaring its horn every time it goes through town. There is no need to blast through crossings, all of which have lights and lowering guards. You can request a change by asking CP to refrain from doing so. It is simple and will make your beautiful town more peaceful."

That email was shared with town council during their committee of the whole meeting on Tuesday, 6 Oct 2020 and reminded Coun. Judy Brown, who was chairing the meeting, that "this has been an issue for a few years."

But she pointed out that "it's not as simple as asking the engineers to stop."

Coun. Leona Cameron said that when it comes to train whistles, "I hear it from my bedroom. I do enjoy hearing it."

At the same time, while "I love trains, I have a big fear of them as well. I still always have a little trepidation."

When it comes to sounding a train whistle at a crossing, "I would have to see the train whistles not go," said Deputy Mayor Ed McPherson, as a safety precaution.

Brown suggested that there be "an update on the current situation," that the letter be received for information, and that a staff report be prepared for the November committee of the whole meeting.