

Local Railway Items from Area Papers - Brockville Subdivision

10/08/1881 Ottawa Free Press Brockville

Account of excursion Ottawa-Brockville.

17/08/1881 Ottawa Citizen Brockville fairfield

Fatal Railway accident. A young girl killed. A very sad and distressing accident attended with fatal results, occurred yesterday at Fairfield, a small station on the Canadian Pacific Railway and about five miles north of Brockville. It is what is known in railroading parlance as a "flag station," and passenger trains are in the habit of "slowing up" on certain days to catch the mail. As the express drew near the depot yesterday, having reduced the running speed, a young girl was seen to be running with a letter in her hand towards the approaching train. When within a few feet of it, the girl, strange to say, jumped across the track in front of the engine, some portion of which evidently struck her, as she was hurled to one side with terrible force. The train was immediately stopped and the unfortunate victim taken into the station. She was then unconscious, and a fracture of the skull appeared to have been caused. A doctor, who was on the train, examined the wound and expressed the opinion that she could not recover. Subsequently she was removed to her home, near the station, and a medical attendant telegraphed for at Carlton Place by the conductor. The victim's name is Cowan, and she was a bright, prepossessing girl of fourteen years of age. Information received late yesterday stated that death had ensued. A number of persons, both on the platform of the depot and also on the train, were sad witnesses of the terrible scene. An almost similar accident occurred at the same station some five years ago. A young boy, bereft of speech and hearing, was in the habit of crouching in a culvert, and enjoying the questionable pleasure, derivable from a train passing over him. He was frequently remonstrated with at this dangerous pastime, but heeded not the advice. One day he occupied his favorite position, but allowed his curiosity to lead him into a fatal mistake. Becoming restless at the delay, he raised his head to see how near the train was, it being then right upon the spot. Before he could get back into position the engine came ponderously along and completely severed his head from his body

11/10/1881 Ottawa Free Press Brockville

The Brockville Recorder gets off the following: One of our back country exchanges announces the recent construction of a new car on the Canada Pacific for the exclusive use of shantymen, and says it is large and high. There ought to be a bar in both ends and the rest left for a battleground.

09/12/1881 Almonte Gazette Brockville Irish Creek

Two hundred and fifteen cords of wood, woodshed and sawing machine were burnt at Irish Creek station on Thursday morning, last week. Origin unknown

13/01/1882 Renfrew Mercury Brockville

It is said that hereafter the line between Brockville and Ottawa will be devoted more largely to passenger traffic and that between Prescott and Ottawa to freight traffic, the new order of things dating from last Monday, when the syndicate took possession of the latter road. It is also stated that hereafter, when the Grand Trunk is late from the West, the train will not wait at Brockville. If this be true, it is another illustration of the remarkably deficient designing powers of the C.P.R. The country to be served between Brockville and Mactier has more claims than that between Prescott and Ottawa, and if wither ought to wait for the Western Grand trunk it surely ought to be the C.P.R. - Central Canadian.

16/01/1882 Brockville Recorder Brockville Brockville

Passenger trains have ceased using the lower CPR depot. This move will hurt, to some extent, the King Street hotels.

19/01/1882 Brockville Recorder Brockville Brockville

The recent transfer of passenger traffic from the StL&O to the CCR has caused change in mail service. Yesterday afternoon, the American mail, which formerly crossed at Prescott for Ottawa and points North, came up by the GT to this place and went out over the CCR.

No omnibuses now run to the lower CPR depot. The old station looks quite deserted.

27/01/1882 Almonte Gazette Brockville Brockville

The C.P.R., are advertising their passenger station building at Brockville for sale. It is said that no more passenger trains will run through the tunnel, the G.T.R. station being the future passenger depot.

27/01/1882 Renfrew Mercury Brockville

The statement that the C.P.R. express leaving Brockville in the afternoon will not wait for the G.T.R. train when late has been denied by Mr. Baker, who says connections will be made as usual.

10/02/1882 Monetary Times Brockville Perth

Bricks from the CPR roundhouse at Brockville [are being] used to build the cars shops at Perth.

22/05/1882 Brockville Recorder Brockville

We have, in our short and uneventful career, heard of runaway girls, runaway horses, runaway metches and even runaway engines, but it remained for our maturer years to hear of a runaway railway car. Such a curiosity came to light on Saturday, and ??respects resulted more seriously than the majority of runaways. During the afternoon there lay, among other cars, on the track of the Canadian Pacific Railway, above the junction, a box car loaded with black oil. It was couled, but was detached while shunting. While a brakeman named Law was on the car the brake, by some means, became broken or loose and the ? commenced. The grade is considerable at the point of starting and in a few moments the fully laden fugitive was under full headway. The line was open, the brake refused to work, and Law in a few moments found himself going through the inky blackness of the tunnel at a 20 mile an hour gait. There did not seem to be any way stations and Law had no chance to stop for orders. Daylight very soon appeared again and as the car emerged from the darkness the true nature of his peril was revealed. The main line was connected with the track leading to the "Armstrong" ? and on this track the pilot engine, with engineer O'Brien on board was standing. As soon as he saw the situation and realised that a collision was inevitable ? jumped? and the car ? into the pilot. A shower of splinters and a crash that rattled the windows of the station building ? an inspection which revealed no broken bones but the car was seen to be in bad shape. The whole end was ? in and the oil was pouring in black ? through crevices of the deck into the river. Law received no serious injury, and O'Brien who stood at his post, like a "brick" also escaped unhurt. Had the engine not been on the track the probability is that the cabin would have been torn out of the "Armstrong" and the whole cargo dumped in the river.

N. P. - At Smith Falls on Wednesday evening more hard words were showered on the operations of the N. P. at the depot there than we ever previously heard in the same space of time. The station house had just received a coat of new paint, and a score or more of the visitors "changed their colors" by leaning on the window sills, &c. One gentleman, Mr. Davidson, commercial traveler, had a new suit spoiled, and we observed a number of other gentlemen whose "green" appearance - we mean the appearance of their clothing - was the cause of considerable merriment among the unsympathetic onlookers. "Beware of paint" posted on the wall would have saved several new suits, as well as the issue of [sic] of such volleys of air-thickening expressions as we were compelled to listen to.

28/07/1882 *Ottawa Citizen**Brockville*

The half past eleven freight train on the Brockville branch, when one mile south of Smiths Falls, collided with a special locomotive and tender coming from Brockville. Engineer Burns was killed. Some ten freight cars were damaged as well as both locomotives.

A special carrying Sir John Macdonald arrived shortly after the collision, but returned to Ottawa after an hour's delay.

More.

29/07/1882 *Brockville Recorder**Brockville*

Only having a few minutes in which to give notice of the disaster on the C.P.R. yesterday before going to press, our report was gained hurriedly and was therefore quite inaccurate. It was nearly six o'clock this morning before anyone reached the scene of the accident, and not until that hour could accurate be obtained concerning the affair.

It now seems that Burns collided with the freight train, and not the express as stated yesterday, and he was running a single engine out at the time. He left here about 11 o'clock with a special engine carrying a white flag cleared for Carleton Place. He stopped at Irish Creek, and was there, it is said, given a clearance for Smiths Falls. About 1½ miles this side of Smiths Falls, while rounding a bad curve, he met freight train No. 39 with 21 loaded flat cars, and though the special was running comparatively easy at the time, the smash which followed is described as terrific. The whole cylinder of the special was torn from its platform and both engines left the track. They met just over a culvert at the crossing and as the engines fell into the hole the loaded cars piled one above the other into the wreck. Of the whole train of 21 cars, 16 were smashed, 12 being so completely ruined that they will likely be burned beside the track today. They included rolling stock of the C.P.R., New York Central, Grand Trunk and Utica and Black River Railways. Both engines were also torn to pieces, the headlights being compressed together into a space only a few inches in thickness.

The first thing to do after the accident happened was to look for casualties, and search was at once made for the missing. All hands turned up except Engineer Burns, and in three or four minutes the poor fellow was found beneath the ruins of his engine, still alive, but so horribly burned and crushed as to leave no doubt as to his having met his death blow. When the engines came together he had been thrown against the boiler head and there held while the whole contents of the heated boiler poured from the broken gauge glass directly over his body, liberally parboiling him from the waist up. He was taken out and conveyed to a farm house where he lingered in great agony for about 9½ hours, when death ended his sufferings.

Joe Burke, the fireman of the special, jumped when he saw the freight ahead and escaped almost miraculously. He says that as soon as the freight was sighted he told Burns of his intention to jump. Burns said nothing but at once applied the brake to the tender and seemed ready to jump as well. Just before Burke took the ? he saw Burns give the brake lever another turn as if to still further check the speed and then all was drowned in the crash. Horbridge, of Ottawa, the driver of the freight, stuck to his post and was unhurt. His fireman, young Kelly, jumped and only received a few scratches. The brakeman, George Cavanagh, of Smiths Falls, also jumped and was bruised about the head and shoulders. Kelly, the conductor, also escaped injury.

Of course, to everyone, it is apparent that someone had blundered, but just upon (rest illegible).

31/07/1882 *Ottawa Citizen**Brockville*

Citizen July 31, 1882. A careful investigation into the accident leaves no doubt that the affair was the fault of the unfortunate engineer Burns, the only person who fatally suffered as a result of the accident.

Mr. Burns, the engineer, was at the time of the accident, returning from Brockville with his engine having gone to that place with a special. He had special instructions to keep the train under his charge clear of all trains and obeyed these orders until he left Irish Creek, about seven miles from Smiths Falls. Here he totally disregarded what had been told him, and instead of waiting there for the regular freight from Carleton Place then almost due, should pass him he pushed on at a high rate of speed in the expectation of reaching the next station before it had left.

More.

COLLISION AT SMITH'S FALLS

A Terrible Catastrophe - Engineer Burns Killed, and a Dozen Cars Wrecked - The Particulars of the Occurrence.

(From our Smiths Falls correspondent.)

On Friday last there happened just below this place a collision between a freight train and a locomotive, which for disastrous destruction of rolling stock, has been seldom equalled and never surpassed on the line. The disaster occurred about one and a half miles below S. Falls, at the crossing known as Fosters. There is at this place a considerable curve in the road, and as the land in the bend is overgrown with trees, only a short distance is in sight of the engineers. It seems that an engineer, or driver, as he is generally called, named Burns, and his fireman, Burke, had for some days been running a special train for the officials of the road, and were on the eventful day returning with the engine, to Ottawa, to take their usual place on the express. On arriving at Irish Creek, where they were to have passed the noon freight from the north, they found that it was seven minutes late, and Burns, being accustomed to running at the rate of a mile per minute, decided to make Smith's Falls, a distance of seven miles, in that time. But unfortunately the freight had gained two minutes, and the operator at Irish Creek not having notified the agent at Smith's Falls that the road was occupied, it was allowed to leave the station here, and the collision mentioned was the result. Both engineers remained at their posts. Burns was injured so severely that he died in less than three hours after the occurrence of the accident; the other, Borbridge, received no hurt of any kind. The firemen both jumped from the rapidly approaching engines. One, Burke, escaped without a scratch; the other, Kelly, fell and received an injury to his back. There were on the freight train, besides the occupants of the engines, two brakemen and a conductor. The conductor, who was in the last car remained in his place, the brakemen jumped from the cars, all three escaping scot free. Poor Burns, having no weight at his back, stood a small chance. When the shock came he was thrown forcibly against his engine, striking the glass water-gauge with his face and receiving a severe cut under the eye. At the same time the coal from the tender was piled around him so that he was held fast in this position, the steam and hot water escaping from the broken gauge meeting him in the face and scalding him most severely. He was also compelled from his position to inhale the escaping steam, which doubtless was the immediate cause of his death. In this condition and place he was found by Mrs. Hawkins, who, hearing the shock, and thinking it might be the passenger train, which was due about that time, ran quickly to the spot, and seeing the poor man, bravely attempted to release him. She was shortly joined by Mr. Thos. Foster, and with his assistance got him out and laid him on the grass. This brave woman remained by him while he lived, attending to his wants and trying to relieve his sufferings. A physician was summoned from the town, and he was carried to the house of Mr. John Sharp, but died in a few minutes after his arrival there. Such was the force of the meeting that both engines rose from the rails, and, breaking loose from the cars were thrown about 15 yards along the track. The train itself was completely wrecked, twelve cars being piled in one great heap. All traffic on the line was suspended for about twelve hours. Crowds of people visited the place, anxious to see the consequences of what we hope will prove a very rare occurrence on this rail-road.

THE WRECK BY MOONLIGHT

formed a wild, weird picture of destruction. The workmen, moving hither and thither with their torches, looked, in the pale light of the moon, like ghastly spectres hovering around the wreck, while their loud "yo ho's", sounded out upon the still night air and rendered the scene still more dreadful. What a sight it was! And 100 yards away lay the corpse of the fearless driver, a victim of his own to eager desire for haste! A striking instance of the truth of the old adage, "the more haste the less speed."

THE ENGINEER AND FIREMAN'S STORY

From the engineer of the freight we learned that it was running at a rate of from 15 to 20 miles an hour. He was about five minutes late when he left the Falls. When asked why he remained on the engine he said that an engineer was much safer there than he would be were he to jump. In jumping he ran the risk of falling and perhaps breaking a leg, so that he would be unable to get out of the way, and would be almost certainly crushed to death by the falling cars. He saw the impending collision, and after doing everything he could to make it as light as possible, he prepared himself for the shock, ready to take every chance of life. The following is the account given by fireman Burke, who is well known in this place, having lived here for many years, and attended our High School, being one of the cleverest puexpress the next week, but for the last few days we had been running a special train for the officials on the road. We were on our way to Ottawa to take the night express as usual. Often at that time of day cows would be on the road. As we were running along at a pretty good speed, I saw Burns straighten up, and knew something was wrong, but thought there were some cows in the way. In a moment however, I saw the freight coming round the bend. I sprang to the brake and turned it on with all my strength, while the driver turned off the engine and reversed as quickly as possible. As soon as I saw we had reached our slowest speed, and when the engines were about 40 feet apart, I jumped, and, alighting on my feet, ran out on the road to be out of the way of the falling cars. Looking around, I saw Kavanaugh, who had also jumped, standing clasping his hands when he saw me running. Burns seemed to think he could put on the brake tighter than I had done, and turned to do so. Finding it quite tight, he was returning to his engine when the collision took place, and, not being ready for the shock, was thrown forward into the position in which he was found."

An investigation has resulted in placing the fault of the accident on the shoulders of the deceased driver, who left Irish Creek on his own responsibility and against the express orders of the agent there, who refused to give him a clearance. The railway company paid all expenses incurred to anyone on account of the accident. Their loss will be over \$10,000.

The deceased engineer was buried on Sunday, a special train being run to accommodate the employees along the road. Burns having been a Free Mason, the lodge here assembled, intending to attend his funeral, but the railway authorities would not allow any but employees to go on the train; so they were compelled to march back, much chagrined at the failure of their purpose. Some who had got on the train were put off as they were discovered here and there along the line.

11/08/1882 *Almonte Gazette**Brockville*

THE LATE COLLISION. - is human life worthless, that a man can be sacrificed and no inquiry made about it? Here was a man permitted to take an engine and start for Ottawa, his coming being announced by the train ahead of him, killed by a collision with another engine, and, to all intents and purposes, the company say "served him right." It is evident that "someone had blundered," and who it was is the duty of the authorities to discover. Of course poor Burns, not being able to speak for himself, has to bear all the blame, but that is a state of things very unsatisfactory, and in the interest of the employees, as well as of the general public, a searching inquiry should be made as to whether the line is worked by a system that can be relied on, or at haphazard, and at the will of every employee who has charge of an engine.

30/09/1882 *Brockville Recorder**Brockville**Brockville*

A car containing the boats used by our oarsmen at Carleton place on Thursday was noticed this morning at the C.P.R. yard. After the men pay \$16.00, the cost of transportation to and from Carleton Place they will not have much prize money left. (Branchline).

11/12/1882 *Brockville Recorder**Brockville*

On Saturday night a pitch-in occurred at the semaphore of the Canadian Pacific, just outside the town limits, between two special freight trains. One was standing on the track when the second dashed into the rear. The van and one of the freight cars on the first train were demolished and a third torn from the tracks. Traffic is said to have been delayed for a couple of hours.

15/01/1883 *Ottawa Citizen**Brockville**Brockville*

The rumour is again revived that the Canadian Pacific Railway contemplates putting a 400 foot extension to their lumber dock at Brockville, extending it up the river for that distance and then arranging their tracks as to unload direct from the cars to the barges or vessels. There can be no doubt that such an improvement would meet with the heartiest approval from shippers and vessel men as it would obviate much of the trouble which now exists. It would also form quite a large and safe harbour for shipping.

06/05/1883 Brockville Recorder Brockville Brockville loop

It was expected at a meeting of town (Brockville) council this evening, a plan by Canadian Pacific Railway engineers who surveyed the proposed right of way to the river would be submitted. (Branchline).

17/08/1883 Brockville Recorder Brockville Brockville

Yesterday afternoon some evil disposed boys clambered to the top of a car comprising part of a CPR freight train, which stood on the siding north of the junction, and loosened the brakes. In consequence, the whole train was started down the grade and ran over the switch, nearly telescoping the operator's office at the freight shed and causing a delay of several minutes to the incoming express.

01/06/1884 Brockville Recorder Brockville Brockville

Between 40 and 50 navvies employed on the new river extension of the Canadian Pacific struck this morning for higher wages. They were getting \$1.20 per day and demanded \$1.40. Mr. Hornick, the foreman, refused to comply with the demand and at once telegraphed to HQ for further orders. It is said the place of strikers can be filled in 24 hours with men who are willing to accept the old rates, and the work is not likely to stop for any length of time.

05/07/1884 Brockville Times Brockville Brockville

The wooden building which has been doing duty at the Hochelaga depot of the CPR at Montreal, is to be taken down and removed to Brockville, at which place it will be erected to answer for a general passenger station at the new west end pier. It is expected that the CPR passenger trains will, as soon as the piers are completed, be run down to the wharf and make direct connection with the Armstrong. By this movement, passengers will not have any delay here. For some time to come it is expected that the freight business will be done at the old quarters.

26/09/1884 Almonte Gazette Brockville Sly's Rapids

The railway bridge at Sly's Rapids is undergoing an overhauling. A number of workmen are busily engaged in laying a new floor under the rails.

19/10/1884 Brockville Recorder Brockville Brockville

The confessions of Morgan, the CPR brakeman who robbed the mail, shows that most of the bags in use can be robbed without any evidence that such has been done. This revelation has produced consternation in the post office department in Ottawa and will probably lead to the bags being called in and more secure ones issued for use, Morgan passed through here today on his way to penitentiary.

27/02/1885 Renfrew Mercury Brockville Brockville

While a number of the C.P.R. cars were being shunted at Brockville, on Monday of last week, the four rear cars broke loose and descended a grade leading to the Armstrong's slip. Being loaded with cheese the truants gained a considerable momentum by the time they dashed aboard the boat which was moored at the time. Fortunately there were two cars on the boat which so checked the speed of the runaways that the bulkhead at the end of the boat, though partially smashed by the collision, stopped the whole lot from going into the river, thus averting a serious accident.

12/06/1886 Brockville Recorder Brockville Brockville

The schooner Pride of America is expected here today with a huge cargo of railway coal.

06/08/1886 Brockville Recorder Brockville Brockville

The first direct consignment of tea from Yokohama to Brockville - eight cars for New York - arrived 42 days out of Yokhama.

08/11/1886 The Equity, Bryson Brockville Bellamy's

The Canadian Pacific Railway station at Bellamy's was destroyed by fire on Saturday. The loss will exceed \$2,000. The origin of the fire is unknown.

Identical wording (with the deletion of "between here and Brockville") in the Bryson Equity 18 November 1886

12/11/1886 Almonte Gazette Brockville Bellamy

The station-house at Bellamy's, this side of Brockville, was totally destroyed by fire on Saturday. All papers in connection with the station were burned, and the agent Mr. Brown, also lost his effects. The fire was caused by a defective pipe.

25/03/1887 Almonte Gazette Brockville Brockville

Dumped into the River.

An accident occurred at the lower yard of the Canadian Pacific Railway at Brockville on Saturday afternoon, when two cars went over the wharf into the river. The cars had come over the river and were standing on a siding when a train came through the tunnel and ran into them. They lay on the ice separated from the trucks for some time but finally went down. The upper part floated and both were pulled out. One of the cars contained a load of wheels for a Smith's Falls foundry and the other held a consignment of miscellaneous goods.

20/04/1887 Ottawa Citizen Brockville

The examination of Mr. H.B. Spencer in the case of McCarthy vs. Canadian Pacific was heard yesterday before Mr. Festmeryton. The case will be tried at Brockville at the next session to be holden there.

15/06/1888 Almonte Gazette Brockville

Monday evening's train from Brockville was two hours late. Some cows strayed upon the track that morning early and lay down to rest. They were killed themselves, and threw a locomotive and fourteen cars off the track. The loss amounts to a heavy sum. Brakesman Nichol was badly shaken up.

02/05/1890 Almonte Gazette Brockville Brockville

The C.P.R. are having a car-boat built for the ferry at Brockville

Wednesday, September 2, 1891 page 1

GREAT RAILROAD FEAT

A CANADIAN PACIFIC CROSSES CONTINENT IN THREE DAYS.

Mails From Japan Via the United States Will Reach England In Twenty Days - Rapid Transit - Lowers All Records.

New York, September 2.-The China and Japan mail bags, which, left Yokohama August 19, were safely delivered on the steamer City of New York at 5 o'clock this morning, and are now on their way to England. How this marvelous feat was accomplished is told as follows. The details are as interesting as those of Sheridan's ride: August 19 the Empress of India arrived at Victoria, B. C. There a special train, furnished by the Canadian Pacific, took the mail bags, eighteen in number (twelve for England and six for New York city), and started on a recordbreaking ride across the continent. Assistant Superintendent Bradley yesterday went up to Brockville, just across the St. Lawrence on the Canadian side. Morristown, N. Y., is just across the river on this side, and Superintendent Voorhees, of the New York Central road, had arranged to have a special train composed of one baggage-car and engine ready at Morristown to bring the mails to the city. Superintendent Jackson, of the railway mail service here, had arranged for two trucks to be at the Grand Central depot to meet and transfer the mail bags to the steamer at the dock on North river. She was to sail at 5 o'clock this morning. Could connection be made? At noon yesterday Mr. Bradley telegraphed from Brockville to his chief that the Canadian Pacific was four hundred miles away and two hours late. At 2:16 p. m. another telegram was received saying that the train was but three hundred miles away. Every second was valuable. At 6:10 the special passed Chalk river, 143 miles from Brockville, at fifty-seven miles an hour. It made the previous seventy four miles in ninety-three minutes, including twelve minutes for a stop. The last thirteen miles had been covered in eleven minutes. Down she came at a dash, the remaining eighty-one miles to Brockville, and arrived at the depot panting and puffing, having crossed the continent in three days. She arrived at Brockville at 9:20. The mail-bags were at once taken out, taken across the ferry, put on the special furnished by the Central people at Morristown. At 9:45 the train started and came through with a bang to New York, arriving here at 4:43. From Utica to Albany, 95 miles, was made in 90 minutes; from Utica to Hoffman's Ferry, 68 1/2 miles, in 61 minutes; from Poughkeepsie to Cold Springs, 21 miles, in 20 minutes; from Croton to Yonkers, 19 miles, in 16 minutes. The City of New York was to sail at 5 o'clock. Could the mails be transferred from the Grand Central depot in seventeen minutes? The Canadian Pacific people in this city and Superintendent Jackson, of the railway mail service, had seen the Inman people and arranged for the holding back of the vessel for a few minutes. Quick as lightning Assistant Superintendent Bradley, who had come down on the special, had the two foreign mail-bags dumped into the truck, and, jumping in, had the driver whip his horses into a breakneck speed through the streets. Away they went. The horses were equal to the emergency, and, shortly after 5 o'clock this morning, the dock was reached. The ship set sail at 5:10 a. m. The trial was a grand success. If the good vessel makes her voyage in the usual time Liverpool will be reached September 9; twenty days from Yokohama.

09/02/1892 Renfrew Mercury Brockville

A passenger car has been attached to the weigh freight train running daily between Brockville and Carleton Junction.

01/09/1892 Brockville Recorder Brockville Brockville

The new train arrangement on the C.P.R. is proving quite a convenience for people living between here and Carleton Place. A passenger car is attached to the regular freight train leaving here at 6 p.m. for Carleton Place and a similar train arrives here from Carleton Place at 11.45 a.m.

02/09/1892 Almonte Gazette Brockville

A passenger car is now attached to the regular freight train running between Carleton Place and Brockville, which is proving a great convenience. If the C.P.R. Co. would put a passenger coach on the regular train between Carleton Place and Pembroke they would earn the thanks of a long-suffering public.

18/08/1893 Almonte Gazette Brockville

Afraid of the conductor.

Brookville times, "A story is going the rounds at the expense of a railway conductor running between Brockville and Belleville. On the down trip the other morning he had a number of empty passenger coaches attached to his train and while passing through them discovered a tramp hiding under the seats. He asked the gentleman of leisure what he was doing there, and he replied that he was stealing a ride, and thinking that the conductor was one of his own class, judging from his seedy appearance, added that if he kept on talking so down loud the conductor would hear him and put them both off."

05/10/1893 Brockville Recorder Brockville Brockville

The Samuel Rogers Oil Company, of Toronto, have purchased the old Shepherd mill at the foot of Mill street, and will use it as a warehouse with the intention of making Brockville a distribution point for a large section. A portion of the rocky land in the rear has been secured with the mill, and the C.P.R. will run in a switch from their pier extension. The oil will be brought in tank cars and barrelled here. The firm is a large concern with extensive business connections and it will mean quite an addition to Brockville.

15/02/1894 Brockville Recorder Brockville Brockville

Monday night's storm.

A delay of about two hours was caused the outgoing C.P.R. express this morning, but this is said to have been due to an attempt made during the night to run a light engine, tender first, into town from the round house.

20/07/1894 Brockville Recorder Brockville Brockville

On Monday afternoon a gang of masons under the direction of Foreman Ross, of Ottawa, arrived here and proceeded to do some necessary work on the interior of the C.P.R. tunnel. The masonry of the arch has been gradually giving out of late years and repairs were considered imperative. The men are now working at the rock cut end.

05/09/1894 Ottawa Journal Brockville Smiths Falls

On Monday night baggageman Franklin attempted to eject from the mixed train when a short distance south of Smiths Falls, three tramps who were beating their way from Ottawa to Brockville. They resisted and a scuffle ensued.

Franklin defended himself with his lantern which was finally smashed to atoms. He succeeded in putting them off, however, and gave the signal for the train to proceed. The tramps at once pulled revolvers and opened fire on him, but owing to the darkness did not get good aim and he escaped uninjured.

A number of bullets were afterwards found embedded in the car. Word of the affair was at once sent to Smiths Falls and a party was organized to go in search of the tramps, but no trace of them could be found.

21/06/1895 Brockville Recorder Brockville Brockville

There was not a little excitement at the C.P.R. dock Monday afternoon over the loss of a 48 pound cheese, which in being unloaded from the steamer Massena, slipped from a truck and rolled into the river. There is about fifteen feet of water at about the point where the boat lay and as the cheese sank like a stone, it looked as though Capt. Dana was out the price of the lost box and its contents. He was not however, as Harry Trussell and some of his companions fished it up by the aid of a coal scoop and some pike poles, and sold it back to the agent for \$1.25.

25/10/1895 Almonte Gazette Brockville Irish Creek

Mr. William Carr, a C.P.R. brakeman, fell off the Ottawa train near Irish Creek station ago, and was severely, but not seriously, hurt.

19/06/1896 Almonte Gazette Brockville Brockville

A young man named Horton, employed as a yardman at the dockyard of the C.P.R at Brockville, met with an accident on Monday. The pilot engine was making a flying shunt with some freight cars when Horton got caught between two of them and was pretty badly squeezed.

02/07/1896 Brockville Recorder Brockville Brockville

Something of a bombshell was thrown into the camp of the local C.P.R. employees last week by the announcement from headquarters that the freight house of the company, located for many years near the union depot was to be closed up at once and that as a result, several men would lose their positions. It is proposed, we understand, to so all the transferring henceforth at the dock depot which will of course necessitate much more work through the tunnel. By the new rule about seven men will lose employment, among the number being Mr. M.J. Reid, who for 13 years past has occupied the position of chief clerk at the dock shed and whose ability and courtesy during that time has made him a host of business friends. His place will be filled by Mr. Wm. Coburn, who for a longer period has filled a similar position at the Union depot shed. Charles Marquette, employed in the dock warehouse, is also cut off the list. Mr. Reid severs his connection with the road tomorrow night.

02/04/1897 Almonte Gazette Brockville Irish Creek

Baggage man Franklin pummeled a man who insulted him, and paid \$23 for the privilege - in fine and costs - when brought up before the J.P.

05/08/1898 Almonte Gazette Brockville

On Tuesday evening the C.P.R. express train from Brockville struck a cart containing Geo. Rice, an Irish Creek farmer, and his son at the Atironto crossing in Smith's Falls. The boy was instantly killed being thrown fifty feet into the air. Mr. Rice was badly bruised but will recover. An exchange says two rigs were racing at the time.

19/05/1899 Brockville Recorder Brockville

Poor Condition of CPR Loop Line

It is rumoured Monday that the CPR intends discarding its west end track for its own traffic, but will use the tunnel exclusively in getting to the waterfront. It is also said that cars to and from the BW&SSM will be ferried from the upper dock to the lower one by the CPR boat.

Some time ago, the local board of trade took up the question of an improvement in the Abbott street and long trestle bridges of the CPR loop line, both of them being reported in a dangerous condition. At the time of action it was reported that the CPR was about to abandon this line altogether and a meeting of the board was called for tonight to talk over the matter. The question, however, seems to have reached the ears of the CPR officials as Superintendent Mooney of the BW&SSM was yesterday notified by Mr. H.B. Spencer that the bridges would be put in order at once.

25/01/1901 Almonte Gazette Brockville

The Governor General handed the driver (Jack Gallagher) of his train from Smith's Falls to Brockville last Wednesday a crisp five-dollar bill as a souvenir of the safe, swift passage. Jack generously divided up with his mate, Billy Hawkins. - S.F. News.

01/03/1901 Almonte Gazette Brockville Smith's Falls

Killed at a Crossing.

Robert Cassels was driving into Smith's Falls last Thursday morning with a one-horse sleigh, in which were his son, aged ten and his two daughters, aged thirteen and fifteen years. The train from Brockville was coming in, and Mr. Cassels did not hear the engine whistle, and owing to the cut did not see the train until he was close to it. When the sleigh was about twenty feet back from the track he told the children to jump, which they did safely. The engine passed the crossing, but Mr. Cassels drove against the baggage car and both himself and horse were killed almost instantly. The crossing is a dangerous one, owing to the difficulty of seeing a train approaching from the south. A year ago young Rice was killed at the same place in a somewhat similar manner. The Cassels family lived in Carleton Place up till a couple of years ago.

06/03/1901 Kemptville Telegram Brockville Smiths Falls

The jury at the inquest on Robert Cassell, killed by being struck by a C. P. R. train at Smiths Falls. brought in the following verdict : That Robt. Cassell met his death by being struck by a C. P. R. train coming from Brockville, and that the snow banks in close proximity to the crossing where said accident occurred contributed to death of said Robert Caasel. We are of opinion that said banks were largely caused by snow thrown on street by C. P. R. employees and recommend that gates be placed on all railway crossings in the town of Smiths Falls.

Mr. Bowie Tells How the CPR Got Control of the River Front (ER) A Matter of Great Importance to the People of Brockville. Editor Recorder:
Dear Sir. As one being a party to transactions referred to in letters appearing in your paper, I trust the reading and interested citizens will bear with me in placing facts before them which may be used or not as they or their representatives may see fit.

As to a public wharf or river park referred to, located east of pumping station, I quite agree with Mr. McMullen that that situation for a public wharf is not the best. West of the piers certainly would be better. But for argument sake, say that east of the pumping station be decided on, what would it cost to buy property and place piers and wharfing sufficient to furnish fourteen feet of water? Piers 400 feet in length would be required to run out fully fifty feet. The cost of these would be \$15,000 or \$20,000. These piers would require renewing every ten or fifteen years at a cost of not less than \$2,000. Now sir, are the financial affairs of this town, with its present very high rate of taxation, such as would justify such an expenditure at this moment? The taxpayer must answer this question.

As to the CPR, if the railway commission is empowered to relieve a trampled on public by judicially deciding transactions made and agreed upon, upon honor, then it is high time for the municipal representatives of this corporation to select and elect a committee empowered to secure all information possible touching on our grievances and failure of CPR to carry out all bargains made with this corporation, and refer same to the best legal light of this country to ascertain, once and for all, if we have a case or not. If the case is proved, as many old citizens who know the transaction think it can be, then it should be followed up before the railway commission for their judgement. Thus we will find out our rights and get redress if we are entitled to any.

The original bargain with the Brockville and Ottawa railway, whose charter covers all that portion of the CPR system to Perth and Pembroke, was that all works shops must be erected and kept up within the then limits of the town of Brockville. They were given the Soldier's Island on which to erect work shops. They were to erect piers and keep the same up, where present piers are to be seen today, leaving an opening in said pier system so that the flow of water would not be interfered with, so as to prevent as much as possible stagnation of water in Tunnel bay. Prior to building the present CPR piers these lots on Tunnel bay faced open and live water. Many are under the impression that this was settled by legislation; that being relieved of our indebtedness of \$400,000 to the government, this legislation let us out and cost nothing. Such is not the case. While were relieved of the \$400,000 indebtedness, our being indebted to the government precluded us from getting our fair share of the municipal loan fund, and what our fair share of this fund should have been we lost and never got.

Mr. A. Baker, an official of the CPR called on many of the citizens of this town, urging them to arrange for a spur to the river by the west end, largely because the style of passenger cars required were unable to pass through the tunnel. This agitation on his part led to a committee being appointed consisting of E.H. Halladay, W.H. Comstock and R. Bowie, empowered to proceed to Montreal and interview the CPR authorities and find out from them what they desired and required from this corporation in connection with building this spur, which would be of mutual benefit. As per Mr. Baker's arrangement, this committee proceeded to Montreal and met Mr. Duncan McIntyre, a director of the CPR, in one of the offices of the CPR Co, and who no doubt was fully authorized to represent the CPR (future expenditure in connection with the scheme agreed upon proving this.)

The writer being personally acquainted and known to Mr. McIntyre as an old commercial traveller, when meeting him as the big magnate of the CPR, asked him to get down to square and honest talk and let us know what the CPR wanted of the town of Brockville; if reasonable and fair, we certainly would give it our recommendation and support. He leaned back and said: "Well, Bob, if the town of Brockville will purchase the right-of-way and give same to us free of cost from our present rails, leading to the tunnel via the west end to the river front west, (while we know the building of this spur to pass under the GTR system, etc, will cost a lot of money in addition to the building of the spur) we propose to and will build a million bushel elevator, we will place a car ferry on the route to Morristown capable of taking one passenger train in one trip to Morristown, we will build our pier system from the Shepherd front out into the river far enough to run straight east to connect with the old system of piers, one opening to be left which opening was to be always kept open and only shut when actually required to cross by railway people; piers to built of such height as to allow rowboats to pass under; car and repair shops to be erected at or near Brockville".

After Mr. McIntyre had made a statement as above, the writer asked him to kindly give us this in writing so that we might show the same in black and white to those who had sent us to represent them. He smiled and replied that it had cost the CPR too much already for putting propositions of this kind on paper, and if their word and honor was not sufficient to satisfy the people of Brockville then there was no more need of talking on the subject. Naturally the first thought that cropped up in our minds was what would the right-of-way cost. At this stage of the proceedings, and when we thought the right-of-way would cross a farm of Mr. Comstock's, he (Mr Comstock) stated he would give the right-of-way for nothing over any land of his that might be required.

With this as a start, and believing others would meet this move in a fair reasonable spirit, (in which I must confess we were very much disappointed), and knowing that the scheme would remove a scourge and drawback to the whole west end of this town, the filthy and foul Kingston pond then existing, we accepted his proposition by stating that we would return and use our best endeavors to have a bylaw passed for a sufficient amount to pay for the right-of-way. This we did, and by the cooperation of Mr. W.H. Jones and his many friends whom he rallied to support of what we all thought one of the best schemes ever presented to the town, it was carried. The right-of-way was bought and paid for, but held in trust till such time as the CPR fulfilled their part of the contract. Is it in trust yet?

Now sir, it is up to this point what does the word and honor of a corporation like the CPR amount to? Read their promises and look and see how much of it has been fulfilled, and each one can answer the question. Such object lessons, unfortunately, are the education of the rising generation, and word of honor, I am very sorry to say, does not appear to exist at the moment as I recognized it in the old men of my younger days.

I trust what I am placing before the public may assist the authorities in arriving at some conclusion whereby this corporation may secure justice and that some benefit may yet accrue to us from honorable intentions and fulfillments of contracts on our part, if only to the extent of securing and giving all railway systems of this place right-of-way to the river front over west end spur. Yours respectfully, R. Bowie, Brockville, Aug 8, 1904.

A farmer, named Johnson, hauling a load of wood into Brockville today had a miraculous escape from being killed. He was caught on the Perth Street crossing, the scene of several accidents, by a CPR express, which cut the sleigh and its load away from the driver and horses and carried it a hundred yards before stopping.

Johnson was sitting on the front of the load and when the collision occurred the traces snapped and he was dragged clear of the rails. He was considerably injured.

26/03/1908 Ottawa Journal Brockville Brockville

D. McNicholl, First vice-president of the C.P.R. accompanied by Mr. J.W. Leonard assistant general manager, paid a visit to Brockville yesterday afternoon and for three hours thoroughly inspected the company's premises. One of the big features considered by Mr. McNicholl was the deepening of the tunnel through the town to the water front, and improvements to the wharf and buildings, which, he promised, would receive immediate consideration. An old building north of the town, formerly used as a freight shed, he recommended, be removed.

16/04/1908 Chesterville Record Brockville Brockville

Orders were received at Brockville last week that the CPR pilot engine was to be removed from that yard to Carleton Place. The company will do the shunting with their freight locomotives. The crew of the pilot will be given position on the main line should they decide to accept.

16/08/1909 Ottawa Journal Brockville Brockville

While nine Holstein cattle were being driven to the C.P.R. freight shed to be shipped to Ottawa one of the animals fell through the decayed dock into the river. Under the wharf it was in great danger until it was lasooed. With assistance the cow was got out into the river where it was made to swim a couple of hundred yards before a suitable landing was reached. The herd was purchased in this vicinity by R.F. Slater of Ottawa.

29/07/1910 Renfrew Mercury Brockville

It is the intentin of the C.P.R. construct waiting rooms at all crossings along the Brockville-Ottawa line providing a petition of the farmers is sent in asking for the same.

29/07/1910 Eastern Ontario Review Brockville

It is the intention of the C.P.R. to construct waiting rooms at all crossings along the Ottawa-Brockville line providing a petition of the farmers is sent in asking for the same.

05/08/1910 Eastern Ontario Review Brockville Fairfield

Brockville, Ont., July 29 - The C.P.R. Ottawa express, after leaving here this morning, narrowly escaped being dirchd north of Fairfield by an axle of the engine breaking. The engineer detected the trouble in time and shut off steam and prevented a derailment. The train and passengers were delayed until an engine was brought from Smith's Falls.

30/08/1912 Renfrew Mercury Brockville

Conductor Chapman has a souvenir which is getting to be eligible for the antiquarian section. It is a timetable of the old. B.& O. in the period when the world girdling C.P.R. ran from just Brockville to Sand Point. --the road had but five locomotives -- They were named the Mississippi, the Madawasca and the Tay. The fourth did some sputtering shunting in Brockville, and the fifth was a reserve force. The Tay worked the Perth branch. There were twenty four box cars, three passenger coaches amd a combination car. -- Central Canadian.

10/02/1914 Rideau Record Brockville

Wm. Stephenson, for thirty years a conductor in the service of the C.P.R. twenty-four of which were in the passenger service between Brockville and Ottawa has retired on pension. Mr. Stephenson, who is known to hundreds of the company's patrons, started his railroad career with the Grand Trunk.

24/11/1919 Brockville Recorder Brockville Brockville Field

Removal of Engine House of CPR Under Advisement

The turntable is now rusted and weakened so that it is unable to bear the weight of the heavier types of locomotives now in use. As all locos must cross the turntable to enter the engine, the doors of the later remain locked and it has been several years since it and the turntable have been used. At night the CPR locomotive hauling the Ottawa train is parked in the open while the crew occupies a bunk room in one corner of the abandoned round house. The CPR is now fitting up a bunk house near Union Station. For some years the turning of locos and trains has been down on the CN wye at Church Street station.

Old freight yard at "The Field" north of town has been lifted.

14/03/1922 Ottawa Citizen Brockville Brock Street

KINGSTON Howard Moulton, a driver for S. Anglin and Co., was badly injured this morning when his motor truck was struck by an incoming C.P.R. train at the Brock street crossing. He had a miraculous escape from instant death as his truck was carried a distance of twenty feet and hurled against a switch and Moulton was caught in the wreckage.

04/08/1922 Eastern Ontario Review Brockville Brockville

A Russian named Michael Sandow was struck by an express train on the C.P.R. track near Brockville and died from his injuries.

22/09/1923 Kingston Daily British Whi Brockville Brockville

To Repair Roundhouse

The building belonging to the Canadian Pacific Railway situated in the township of Elizabethtown on the second concession in the rear of Brockville and occupied for many years as a roundhouse is to be repaired shortly by the company. The turntable, which has been in a state of disuse for some years, is to be removed and new tracks installed, as well as repairs effected to the building proper.

18/10/1923 Kemptville Weekly Advance Brockville Brockville

MADE THEM STEP LIVELY ON A TRAIN FROM OTTAWA

Brockville, Ont. Oct. 16. The dropping of a live wire upon one of the coaches of a C.P.R. passenger train as it entered the Union Station here from Ottawa caused the coach to become charged, with the result that passengers leaving it were unexpectedly shocked. Fortunately the wire did not carry a high voltage, and no casualties were sustained.

05/03/1925 Kemptville Weekly Advance Brockville Brockville

WOMAN STRUCK BY TRAIN AT BROCKVILLE CROSSING

Brockville, Ont. March 1, Struck at noon yesterday by the incoming Canadian Pacific passenger train from Ottawa, Mrs. Patrick S. Roberts was knocked down at the William Street crossing and taken to St Vincent de Paul Hospital with a fractured collarbone and possibly other injuries. She and her daughter were standing upon the side of the track awaiting the passing of a C.N.R. freight train and failed to see the approaching C.P.R. express running several minutes late.

Supplement on centenary of Ottawa. Article on construction of the Brockville and Ottawa.

On a day early in January, 1959, it was announced that the first passenger train was ready to move over the rails from Brockville to Perth...The party left Brockville in two miniature passenger coaches hauled by a wood-burning locomotive, puny in comparison with its successors, at nine o'clock upon a January morning, so bitterly cold that four hours earlier the thermometer is reputed to have stood at 40 degrees below zero. All went well until Smiths Falls was reached, the trip being made at an easy rate over a road in first class condition except for a few miles south of that town which were yet to be ballasted. Then the trouble began

Snow Blocks Trains

The line between Smiths Falls and Perth had not been run over for a few days and snow which had fallen in the interval had become part and parcel of the rails under the influence of a slight rain which, with the frost, had converted it into ice. When the little train attempted to proceed after having left Smiths Falls at eleven o'clock, the wheels revolved but would not grip. After several attempts had been made, each attended by complete failure, an order was made to back up to the station in order that the excursionists might dine while another locomotive was despatched over the line to give battle to the ice and snow itself. Dinner over, another start was made with little improvement. The cow catcher of the forward engine simply caught the snow from the centre of the track and deposited it upon the rails making progress impossible. For a second time a backing up was carried out and another locomotive was employed to precede the passenger train. At this stage of the proceedings, some of the passengers, despairing of ever reaching Perth, decided to abandon the excursion. The remainder, continued in the coaches and on the third attempt had the satisfaction of making considerable progress before it became necessary to search the ditches alongside the track for water to supply the locomotive. This experiment was repeated, slow but steady advance being made until at a point about a mile and a half from Perth, the second car suddenly came to a dead stop. A coupling had given way. No emergency equipment being carried, away went the locomotive and the other car, leaving a number of thoroughly disgusted passengers behind until it could return with a rope to hitch to the car. At length Perth was reached at 6.45 p.m. It had taken nine and three-quarter hours to make the passage of 40 miles.

After another meal the crowd returned to the station, the hour of departure having been fixed at 8 o'clock. But in the shunting operations one of the cars left the rails and about three hours were spent in replacing it. Finally at 11 o'clock, the welcome cry of "all aboard" was heard and the wearied excursionists reached their homes in Brockville at 3.30 a.m., never, it may be reasonably expected, to forget their first trip over the B. & O.

05/08/1927 *Ottawa Citizen* *Brockville* *Brockville*

Brockville Out to Greet Royal Visitors Today

Crowds along the way also eager to get glimpse of the two princes.

The Prince of Wales and Prince George arrived at Brockville at 10.45 a.m. a couple of hours ahead of Premier Baldwin, and left almost immediately for golf at the Country Club.

At Smiths Falls and other points along the route from Ottawa, crowds were gathered to see the Royal Train go by. Rain fell as the train arrived here but in a few moments the sun shone again and the royal brothers appeared in grey flannels, ready for the links. They drove away, preceded by motorcycle riders.

More.

02/06/1931 *Ottawa Journal* *Brockville* *Jasper*

Boy badly hurt in Crossing crash

Fast train hits automobile near Smiths Falls.

Smiths Falls, Ont., Jun 1 - when the car in which they were riding was struck by a fast travelling Brockville-Ottawa C.P.R. train at the Jasper crossing, near Smiths Falls, this afternoon, Lyle Anderson, 15-year-old son of Mr. and Mrs. Ernest Anderson, and Charles Burnett, received injuries which necessitated their being taken to the local public hospital. Young Anderson is in a serious condition and his skull is believed fractured while Charles Burnett, the driver of the car, escaped with only minor cuts and bruises.

The accident occurred shortly after four o'clock this afternoon when Burnett, accompanied by the Anderson boy, was driving from Smiths Falls in the direction of Jasper. It is thought he failed to see the approaching train and that the speeding locomotive struck the automobile smashing the front end completely and throwing Anderson a considerable distance. The car was tossed back into a nearby fence and was almost completely demolished in the crash.

The two were immediately rushed to Smiths Falls where they were admitted to the public hospital. Dr. H.M. Ferguson and Dr. H.A. Whitcomb are attending them. Burnett's injuries were found to be only of a minor nature but an examination revealed that Anderson was in a critical condition.

30/06/1937 *Ottawa Citizen* *Brockville* *Clarke's Crossing*

North Augusta Man Injured at Crossing

BROCKVILLE, Ont., June 30. Inbound from Carleton Place, Canadian Pacific Railway passenger train No. 563 struck and demolished a truck at Clark's Crossing today, injuring the truck driver, Morris Abracson of North Augusta.

Miss M. Hugill of Edmonton, a registered nurse travelling on the train, rendered first aid before the injured man was brought to hospital here.

13/12/1940 *Ottawa Citizen* *Brockville* *Brockville*

Careless Driver Hit Returning From Court

BROCKVILLE, Dec. 12. (Special) Wallace Mercer, resident of the neighboring township of Elizabethtown, paid fine and costs of \$7 in magistrate's court here this morning on a charge of careless driving. On his way home at noon he was struck by a passenger C.P.R. train, which was moving across Perth street after having discharged passengers at the Union station. Mercer escaped with slight injuries to one knee, but his car was extensively damaged.

03/10/1942 *Brockville Recorder* *Brockville* *Brockville*

Here's one for Ripley. Yesterday, the noon-hour C.P.R. train from Ottawa steamed into Brockville, whistled for the station and pulled up to the siding as proud looking as ever - but without the necessary express and passenger coaches behind. The agent on duty rushed to the engineer as the latter climbed down from the cab, enquiring as he ran what had happened to the train. The engineer, unaware of his loss, glanced over his shoulder and then took another rapid glance to make sure he was seeing right. He ran to the back of his engine, looked in all directions, climbed into the cab and steamed out of the station in reverse. He found his train quietly resting on the right-of-way about two miles from town. It had uncoupled without his becoming aware of it. They, too were at a loss to figure out what had happened. (Branchline).

01/12/1944 *Ottawa Journal* *Brockville* *Smiths Falls*

Train Wrecks Truck at Smiths Falls

The heavy snowstorm yesterday was blamed for several accidents, the major, one coming when Arol McMullen, Newbliss, and L. Edwards, Smiths Falls, narrowly escaped death or injury when the former's truck was struck by a Smiths Falls-bound passenger train coming from Brockville at the Chalmers street crossing.

The truck was virtually demolished, but both McMullen; and Edwards escaped unscathed. Police said the truck skidded on to the tracks as McMullen applied the brakes. The train was in charge of Engineer M. O'Connell, and Conductor R. Macklin, of Ottawa.

Auto plows into Pool Train at Smiths Falls

One man narrowly escaped possible death and a CNR-CPR pool train from Ottawa to Brockville was delayed for almost three-quarters of an hour when an automobile plowed into the side of the engine of the train shortly after 11 o'clock Friday morning. No one was injured.

Driver of the auto, R.S. Durant, 24, Smiths Falls told The Citizen that he was driving west on Chambers street and as he approached the crossing, applied his brakes, but skidded on the icy pavement.

--

05/05/1948 *Ottawa Citizen**Brockville*

Charge Driver Of School Bus

BROCKVILLE A charge of dangerous driving will be laid against John Williams, of Fairfield East, driver of a school bus involved in an accident Friday which resulted in the death of Marjorie Dixon, 10, Crown authorities said today. The bus crashed into an Ottawa-bound CPR train seven miles north of here. The driver and eight other children escaped injury. Williams will appear in court May 12.

03/02/1949 *Ottawa Citizen**Brockville**Bell*

Train kills eight horses.

Brockville - Pool train No. 559, of the Ottawa-Brockville run, speeding from Smiths Falls towards Brockville soon after five o'clock Wednesday afternoon, struck a group of horses which had wandered on the track at Bell's crossing and killed eight of them. One of the eye-witnesses of the accident reported that "the sky was red with blood" when the train ploughed into the animals. The property of Joseph O'Grady of Franksville, eight miles away.

O'Grady had them on the property of Ed. Davis, not far from Bell's crossing and intended taking them to Prescott Thursday to be sold. The train was delayed about five minutes on arrival here. It was in charge of conductor E. Tapp, Ottawa and engineer Broom, also of Ottawa, was at the throttle.

04/08/1953 *Ottawa Citizen**Brockville**Brockville*

Brockville Beats Toronto in Having "Subway".

One of Brockville's most outstanding points of interest is a smoke-blackened tunnel that runs under the Town Hall. This unique tunnel, built almost a 100 years ago, was once part of the Brockville and Ottawa Railway, now CPR.

This remarkable tunnel runs directly under the center of the town, from the banks of the St. Lawrence River northward 1,740 feet - four blocks - to connect with the tracks leading to the union station.

It is said to be the first railway tunnel in Canada and the only one in the world with doors. During the winter its stout wooden doors were closed after the last train passed through each day - although no one can explain why.

8-Year Project

This tunnel with doors took nearly eight years to build. Financial trouble stalked the progress of this subterranean passage from the time it was started in 1853 until 1859 when the first train, two small wood-burning locomotives chugged out of the wharfside depot and headed for Perth.

As Brockville grew up, a massive stone Town Hall was built above the tunnel at its southern end. Here you can see a street or overpass that is probably Canada's first "grade separation" crossing over a railway track.

In later years the railways ran their tracks through the north end of town where the union station is today. The tunnel line is still in use as a yard engine hauls freight cars over this century-old track to the wharfside shed and siding. It is perhaps ten years since they ceased to close the gates at each end of this odd tunnel.

Nothing further on railways in Brockville

10/03/1955 *Ottawa Citizen**Brockville*

Car Tossed By Train: Couple Hurt

BROCKVILLE (Special) Two district people are in hospital here following a train-auto crash just north, of Brockville at noon Wednesday. Mr. and Mrs. Wilfred Greene, of Athens, had a narrow escape from death when their 1947 model coupe failed on a CPR crossing and was struck by the Smiths Falls-Brockville local. The car was picked up on the front of the 16-car train, was hurled through the air and spilled its occupants [sic] into deep snow along the tracks.

Both were suffering from shock, cuts and bruises, with Mr. Greene's condition described as critical with the possibility of a fractured skull. The Smiths Falls train crew was comprised of Conductor Joe McFadden, Engineer Preston Leach and Fireman Manford Box. Engineer Leach noticed the car when it was about 40 feet from the crossing. He said it appeared that the car stalled on the track. Neither passenger made any attempt to jump.

The train remained on the track after the brakes were quickly applied but the air hose of the diesel engine was cut off and the train remained across the crossing for quite some time before repairs were made.

There is a slight grade leading to the railway tracks on both sides of the crossing.

Greene is about 59. his wife is about 57. Mrs. Greene also suffered a broken collar bone.

02/07/1957 *Ottawa Citizen**Brockville**Smiths Falls*

Man Killed By Train At Crossing

SMITHS FALLS (Staff) A 27-year-old ward supervisor at the Ontario Hospital School here, George Hamilton, of RR 2, Merrickville, was fatally injured Monday afternoon when his car was struck by a diesel-powered Canadian Pacific Railway passenger train at a level crossing near the southeast limit of Smiths Falls.

Hamilton died of a fractured skull and brain hemorrhage shortly after he was taken from the wreckage and brought to Smiths Falls Public Hospital by Amy Ambulance.

Police said Hamilton was driving alone south on the Smiths Falls-Jasper Road when the right rear of his 1952 Ford was struck by Brockville-Ottawa passenger train No. 562 as it headed into Smiths Falls.

The impact spun the car around once and sent it skidding into a shallow ditch on the east side of the paved road south of the crossing. It came to rest on its wheels, facing the tracks. The roof was nearly sheared off.

In charge of the train were Conductor Jack McNally and Engineer H. G. Alexander, both of Ottawa. Others in the crew were also from Ottawa.

13/05/1958

Ottawa Citizen

Brockville

Smiths Falls

Race along railway bridge fails, CPR workman killed by locomotive.

Smiths Falls - A railway employe trying to run from the path of a train on a bridge over the Rideau River here yesterday afternoon was struck and killed only a few feet from safety.

The victim was William Edward Payne, 38, of Third Street, Smiths Falls, a bridge man with the bridge and building department of the Canadian Pacific Railway.

Payne was with a 10-man crew reinforcing concrete in the stone piers of the 170-foot span which crosses 30 feet above Sly's Rapids at the southeast edge of Smiths Falls. He was standing alone on the bridge deck about 20 feet from the north end when the train approached.

Foreman Mervin Cowell said he shouted a warning to Payne but his cries may have been drowned in the noise of a compressor being operated on the job. The other workmen were on a scaffold below the bridge deck.

Cowell watched helplessly as Payne made his dash from the bridge. "I thought he had made it," Cowell said. "He was only about two ties from the end when he was hit."

Payne's body was flung onto the east side of the bridge abutment by the diesel locomotive. Coroner Dr. J.J. McGuire said he died of multiple injuries, including extensive head injuries. There will be an inquest, he said. Smiths Falls Constables Don Wilson and Gordon Underwood investigated.

The train was a regular passenger unit, No. 262, bound from Brockville to Ottawa and due in at the Smiths Falls station, about two miles from the bridge, at 4.40 p.m.

It was reported that the union foreman in the crew, Wilfred Gibbons of Ottawa, saw the man on the track as the train came out of the curve south of the bridge. The train was braked but not in time to avoid hitting the maintenance worker. The engineer was Al Imeson and the conductor was John McNally, also of Ottawa.

The tragedy was witnessed by W.B.Malloy, canalman at Old Sly's Locks. He was standing with his nephew, Harvey Traversey, and another canal worker, Arthur Truelove. They attempted to wave down the train. It stopped a short distance along the track, backed up and brought Payne's body in the baggage car to the Smiths Falls station.

--

From Bruce Chapman I dug out my dispatch books and RS-10 8469 was the culprit.

16/06/1958

Ottawa Citizen

Brockville

Brockville

Brockville Youth Dies After Car-Train Crash

BROCKVILLE (Special) The death of 17-year-old Glen Ferguson, following a truck and train crash, ended Brockville's record of 744 fatality-free days. The last death due to a traffic accident had been on May 30, 1956.

Ferguson's death occurred in hospital here Friday evening, about five hours after the accident.

The train, No. 261, a deisel-hauled [sic] passenger from Ottawa en route to meet a Montreal-Toronto train waiting at the station here, hurled the Ferguson vehicle down a steep embankment with the impact.

Ferguson was pried from the twisted wreckage and laid on a nearby lawn pending the arrival of an ambulance which was held up by a freight train, at the William St. railway crossing. The ambulance was delayed for about five minutes. No delay was reported in rushing the youth to the hospital.

02/01/1959

Ottawa Citizen

Brockville

Smiths Falls

Train-Car Collision; None Injured

SMITHS FALLS (Special) A Smiths Falls youth, John Francis Murray, 17, of 73 Aberdeen Avenue, escaped injury in a train- car crash here about 5 p.m. on New Years Day.

Proceeding west on Chambers Street East at the time, Murray failed to notice the slow moving CPR Brockville pool train moving out of the yards, until the locomotive was already crossing Chambers Street. Applying brakes his car skidded on the sleet covered road, sending him crashing out of control into the first car behind the locomotive. The slow moving train turned the 1952 model car around and shoved it into the east ditch.

Extensive damage resulted to the car. The train, unaffected by the accident proceeded to its destination.

The young driver remained in the automobile throughout his nerve wracking experience.

Crew on the CPR train, No. 263, consisted of Conductor W. Parker, Engineer L. Black and Fireman Bertrand T. Canning of Ottawa.

Constables Don Wilson and James White of Smiths Falls Police investigated the accident.

11/01/1963

Ottawa Citizen

Brockville

Fairfield

Brockville area farmer killed by CPR train

BROCKVILLE, Ont. (CP)-A man killed yesterday when struck by a CPR dayliner near a level crossing six miles north of here was identified by police today as Charles Harry Williams, 69, of nearby Fairfield East.

Williams was walking along the tracks when struck by the diesel car bound for Brockville from Ottawa. Williams, who operated a small farm, was struck about a mile from his home at 11.30 a.m. A bachelor, he has no known relatives.

29/10/1965

Ottawa Citizen

Brockville

Complaints force the return of discontinued train

Curtailement of train service between Ottawa and Toronto has brought so many complaints that at least one service has been brought back, the Board of Transport Commissioners said today.

Deputy Chief Commissioner J. E. Dumontier said this morning the run between Smiths Falls and Brockville will not be dropped by the Canadian Pacific Railway as originally scheduled.

Mr. Dumontier said the board had received "a considerable number of letters" protesting the move.

17/09/1966

Ottawa Citizen

Brockville

Jasper

Youth hurt in train, car accident

SMITHS FALLS (Special)- A 19-year-old area youth escaped with a slight concussion and an injured leg Friday morning after his car was struck and demolished by an Ottawa - Toronto passenger train.

James Ellwood Wells of RR 2, Jasper, about 10 miles south of here, remains in good condition in Smiths Falls Public Hospital where he was taken after the 10.30 a.m. accident which occurred at a level crossing near Jasper.

Force of the crash hurled the car 37 feet into a ditch and the youthful driver 50 feet further where he was found unconscious by the crew of the Canadian National Railways train.

Engineer Herbert Roach of Ottawa told police he was sounding the engine's whistle as he approached the crossing at 57 miles an hour and watched the car gaining on him.

The train struck the car just as its two front wheels crossed the tracks.

Train wrecks truck

SMITHS FALLS (Special) Two Jasper teenagers were injured, one seriously, Sunday afternoon when their half-ton truck was demolished after being struck by a CNR passenger train at a level crossing, six miles south west of here.

DarreU Learmonth, 18, driver of the truck was reported in critical condition at Kingston Hotel Dieu Hospital. He sustained severe head injuries. The youth was transferred to the Kingston hospital after examination and some preliminary treatment at Smiths Falls General Hospital.

A passenger, Anson Edmunds, 17, was reported in fair condition in Smiths Falls hospital this morning.

Police reported Learmonth was travelling north on the county road leading from Jasper to Smiths Falls just prior to the accident.

He was turning on a side road at about 2.12 p.m. when the vehicle was struck by the train leading into Smiths Falls from Brockville.

The train struck the truck and dragged it along the track for 112 feet and throwing it 24 feet into the west ditch.

Edmonds was thrown clear of the wreckage, but Learmonth was pinned in the cab.

The crossing is marked with railway signs. The train was travelling an estimated 40 mph when the accident occurred.

The engineer was Herbert M. Reach, 17 Gilmour St. Ottawa.

04/09/1970 *Ottawa Journal**Brockville*

Railway Buffs Plan Outing

Railway buffs will soon be able to celebrate the 100th anniversary of the Brockville and Ottawa Railway reaching Ottawa. .

A special celebration train, rrrade possible through the efforts of the Bytown Railway Society and CP Rail, will leave Ottawa Station Sept. 20, at 8 a.m.

It will pass through Kemptville, Bedell and Smiths Falls before reaching Brockville. The train is scheduled to return to Ottawa at 5.55 p.m. the same day.

Proceeds will go towards the preservation of historical railway equipment. Tickets may be obtained from the Bytown Railway Association, 93 O'Connor Street.

18/12/1970 *Ottawa Journal**Brockville*

Will Continue To Use CPR Rail Link

SMITHS FALLS (Staff)4cN passenger trains from, Ottawa to Toronto will continue to use CP Rail's Smiths - Falls to BrockviHe line for another year, it was made known here Thursday.

CN officials said the lease is expected to be renewed before it expires Jan. 31, 1971.

At present time CN operates two daytime Ottawa-Toronto passenger trains daily on the CP Smiths Falls-Brockville line.

It also operates two night passenger trains on its own rail line which passes through here. If CN switched to its own line with its daylight trains the station here would be renovated to accommodate more passengers a company spokesman said.

17/06/1971 *Ottawa Journal**Brockville**Jasper*

Fire Destroys Jasper Station

SMITHS FALLS (Staff) Fire of unknown origin destroyed CP Rail's 111-year-old Jasper railway station early today. The one-storey frame building building a landmark on the company's Brockville to Smiths Falls line was built in 1860. It had been closed since May of 1969. Company officials said the loss today would run around \$1,000.

Note - This may actually be the second station at Jasper, the first is believed burned in 1871.

08/08/1972 *Ottawa Citizen**Brockville**Brockville*

Car-train crash injures motorist

SMITHS FALLS (Staff) A 28-year-old Smiths Falls man is in good condition in St. Francis Hospital after colliding with a train at an uncontrolled rail crossing on William Street Monday night.

Police say Victor Russell of 13 Elm St., failed to see flagmen with flares because of heavy rain and ran into the Belleville bound CNR passenger train. The train was delayed about 30 minutes.

20/08/1973 *Ottawa Citizen**Brockville**Bellamy*

Joanne Van Asseldonk, 19, of Addison, Ont., died Instantly Sunday at 1:45 p.m. when the car in which she was travelling collided at the Bellamy crossing with the Canadian National Railways passenger train enroute from Brockville to Oshawa.

Brockville OPP are not sure whether she or her critically-injured companion, Donald George, 23, of 2981 Marcel St., Ottawa was the driver of the car.

Fuel tank split

The impact of the collision with the side of the train threw the pair clear of the car and split the diesel locomotive's fuel tank setting it on fire.

About 40 passengers were removed from the train while firemen put out the fire.

The train resumed its journey with a new engine after a 45-minute delay.

24/12/1975 *Ottawa Citizen**Brockville**Brockville*

Man killed as train collides with truck

BROCKVILLE (Staff) - An area man was killed Tuesday when the pickup truck he was driving collided with a Toronto-to-Ottawa passenger train six miles north of here.

Clifford William Crummy, 43, of RR 2 Addison was travelling eastward on a concession road of Elizabethtown Township when the accident occurred about 2.30 p.m., Ontario Provincial Police at Brockville said.

There were no passengers in his vehicle.

Mr. Crummy's truck and the Canadian National Railway train collided about two miles from his home at a level crossing marked only by a crossbuck. There are no flashing lights at the crossing, police said, because the concession road is not heavily used.

They estimated about four trains a day cross the road.

The train was reportedly delayed for more than two hours. There were no injuries to train crew or passengers.

27/06/1980 *Ottawa Citizen**Brockville**Smiths Falls*

Injury only minor in car-train bump

SMITHS FALLS (Staff) A Smiths Falls-area man suffered only minor injuries when his car skidded into the path of an oncoming Via Rail train about 6 p.m. Thursday.

The accident involving Ian D. Schokking, 19, of RR 4 occurred at Hydro Road, about three kilometres south of here.

Ontario Provincial Police in Brockville said Schokking apparently tried to stop when he saw the warning signal but skidded on the wet road and onto the tracks. He accelerated in an attempt to get off the tracks but his car was hit on the left rear end.

Paul Raynor, public relations officer for Via Rail in Toronto, said today the seven-car passenger train enroute from Ottawa to Toronto received no damage and the driver and passengers were not injured.

The driver of the train was George R. Christopher, 57, of Belleville.

CP Rail's Brockville subdivision, also nick-named the "bump and grind" line, has been targeted for upgrading work by VIA Rail Canada as part of an overall 10 million dollar project to cut Ottawa - Toronto running times by as much as 50 minutes. This work will involve laying newer and heavier rail in addition to straightening curves, upgrading the roadbed (parts of which are still cinders or pit-run gravel) and extending the track circuits at level crossings protected by bells and flashers. Similar, but less drastic, work is planned for CN's track between federal and Smiths Falls East. (Branchline).

02/08/1984 *Ottawa Citizen* *Brockville*

Cattle killed on new train's maiden trip

A new VIA train slammed into a herd of cattle near Brockville Wednesday killing 35 Holstein heifers and strewing carcasses along a quarter-mile stretch of carnage.

The Light Rapid and Comfortable (LRC) train, operating on a new faster service Wednesday, hit the cows valued at \$35,000 near Manhard, four miles north of Brockville.

Wednesday was the first day of a new Toronto-Ottawa schedule that allowed speeds to increase from 50 to 70 mph on the stretch of line between Brockville and Smiths Falls.

"It was pretty gory," said Brockville OPP Const. Mike Benn, who was sent to the scene shortly after the accident occurred at 9:15 p.m. "The cows were mangled up pretty good."

Benn said the train's engineer saw the cows ahead on the straight stretch of line but couldn't avoid them.

"You can't stop those things on a dime," he said.

Although the train remained on the tracks, the accident delayed it for 3½ hours while crews cleared carcasses wedged under the engine.

The train arrived in Ottawa at 1:50 a.m. this morning. There were no injuries to the passengers and the amount of damage is still unknown.

The cows, belonging to Ed Williams of RR 5 Brockville, entered CPR rail property through a hole in the railway fence, said William's daughter Joyce.

"Once they were on the track there was no way of getting out of the path of the train," she said.

The cows were trapped in a narrow corridor created by fences lining both sides of the railway line.

The young dairy cows are valued at \$1,000 each, she said.

A spokesman for CPR said investigators were still on the scene this morning and reports wouldn't be released until later today.

This is the second accident in less than two months for the Toronto-Ottawa service.

A similar train derailed in June after it was diverted from the main line onto a side track near a Nepean lumber company.

A 17-year-old Richmond youth was charged with tampering a rail switch, causing the accident.

VIA had planned to introduce a new four-hour service between Ottawa and Toronto Wednesday employing speeds up to 95 mph.

The Canadian Transport Commission delayed that service when it decided to hold public meetings before sanctioning the higher speeds.

Under the schedule introduced Wednesday, the trip takes 4 hours and 45 minutes. The train, which hit the cows, left Toronto at 5:30 p.m. and was scheduled to arrive in Ottawa at 10:15 p.m.

23/01/1987 *Ottawa Citizen* *Brockville* *Brockville*

New VIA engine looked so big, engineer wouldn't enter tunnel

Passengers on a train from Toronto to Ottawa Wednesday were forced to transfer to a bus in Brockville when a VIA Rail engineer thought the new \$2-million locomotive wouldn't fit through a tunnel.

About 14 passengers in two cars that had been switched off at Brockville were waiting to be picked up by the locomotive and taken to Ottawa, said VIA spokesman Paul Raynor.

Instead they found themselves on a bus after no locomotive showed up.

The cars had been attached to the train travelling the main Toronto-Montreal line, said Raynor.

The engineer had just driven one of VIA's new diesel locomotives from Ottawa to Brockville, with two Toronto-bound passenger cars in tow.

After switching off the Toronto-bound cars just north of Brockville, the engineer headed further down the line to a Y-shaped stretch of track where he was to turn around and pick up the Ottawa-bound cars.

The track would have taken the engine through a tunnel under the main line, and it was there that the engineer balked.

Raynor said the new locomotive, which at 15 feet, eight inches is taller than most of VIA's other engines, has been given official clearance by both VIA and CP Rail for all bridges and tunnels on Canadian rail lines, but the engineer who was driving that night just didn't think it would fit.

"In the middle of the night, with no one to go out with a tape measure and make sure, he made a judgment call and decided not to try it."

He radioed ahead and asked that a bus be sent to pick up the passengers.

Raynor said VIA gives engineers authority to make such a decision.

Inspectors were sent up Thursday to ensure the engine could clear the tunnel, and it did, said Raynor.

"It was close, about a couple of inches. But you either clear or you don't, and it did."

26/01/1988 *Ottawa Citizen* *Brockville* *Smiths Falls*

VIA bus run on track to Toronto

Everything ran smoothly Monday on the first day of VIA's temporary bus service between Toronto and Ottawa, said a VIA official.

For the remainder of this week, VIA has replaced most regularly scheduled trains with buses for all or part of the trip while an old railway bridge spanning the Rideau River at Smiths Falls is replaced. The bus-train exchange is made at Brockville.

"This is the first day of the new service and we've had no complaints so far," Marcel Bordeleau, public affairs officer with VIA's Montreal office, said Monday.

The temporary service is having a different impact on each of the eight regular runs four each way between the two cities.

The two overnight runs have been cancelled. The early morning runs are replaced by buses for the entire trip. The late afternoon runs are divided in two parts, with the train running between Brockville and Toronto, and buses handling the rest of the trip.

Only the two early afternoon trains are running the full distance between Ottawa and Toronto because of the construction schedule at the bridge.

08/06/1988 *Ottawa Citizen* *Brockville*

Car stalls on train track A woman whose car stalled on a railway track Tuesday near Smiths Falls leaped from her car; seconds before it was demolished; by a VIA train. Provincial police in Brockville said Karen Graham, 29, was driving home to Jasper at 7 p.m. when flashing red lights at a railway crossing warned a train was approaching. After Graham decided to race for it her 1978 station wagon stalled in the middle of the crossing.

Man survives collision as truck hits train

SMITHS FALLS - Leonard Snyder's truck didn't survive a collision with a VIA train Tuesday. But Snyder was a whole lot luckier.

Police feared that Snyder, 36, had suffered major injuries in the accident near Smiths Falls. But he didn't. He was released from hospital a few hours after the 11:40 a.m. accident.

Snyder's pickup hit the third car of a four-car train at a railway crossing on Eric Hutcheson Road, two kilometres southwest of Smiths Falls.

Witnesses say they heard brakes screeching just before the truck hit the Toronto-Ottawa train, which was travelling an estimated 116 kilometres an hour.

"I've never seen metal fly like that," said Scott Cowan, 27, who was travelling to Ottawa from Kingston. "It looked like pieces of fiberglass shattering."

Don McDavid, a Toronto resident, was looking out the window listening to his Walkman when he saw the truck hit the train.

"He didn't show any signs of slowing down," said McDavid. "I was saying to myself: What the hell is he doing?"

Louise Hutchinson's first-ever train trip turned out to be more exciting than she had imagined.

"This is one trip I won't forget," the 87-year-old Don Mills woman said.

No one on the train [sic] was injured. Passengers were delayed 50 minutes.

Snyder, from Smiths Falls, was alone in the truck. He was treated at Smiths Falls General Hospital.

Ontario Provincial Police are investigating the crash. Police said the truck was a write-off.

23/01/1992 *Ottawa Citizen**Brockville**Jasper*

TRAIN RAMS PICKUP

Man killed at crossing

A 39-year-old Ontario Hydro employee was killed Wednesday when a Via Rail train slammed into his truck at Jasper, 10 kilometres southeast of Smiths Falls.

Provincial police said the Hydro pickup truck was east-bound on County Rd. 16. It drove across a level crossing, which had operational flashing lights and bells, when it was struck by the southbound train at 10:30 a.m.

There was no one else in the truck.

The victim's name is being withheld pending notification of next of kin. No one on the three-coach train was hurt.

22/08/1994 *Ottawa Citizen**Brockville**Jasper*

Smiths Falls woman killed in collision

A 73-year-old Smiths Falls woman was killed Sunday when her car collided with a VIA Rail passenger train near Smiths Falls. Kathleen Jeffrey

was pronounced dead at the scene. Ontario Provincial Police say the accident happened at about 6 p.m. at a crossing on County Road 17 near Jasper, about 10 kilometres southeast of Smiths Falls. No one on the Toronto-bound train was injured. Police are still investigating the cause of the accident.

11/01/1998 *Ottawa Citizen**Brockville*

Furious passengers want "sorry" from VIA

Passengers on an ill-fated Ottawa-Toronto train trip want an explanation from Via Rail about a journey they say should have never happened.

"I think Via owes passengers a public apology or a sincere letter," Einmar Murchison of Ottawa said. "The train should never have left the station."

The train in question left Ottawa at 9:40 a.m. Thursday and didn't arrive in Toronto until 3:30 the next morning, 12 hours later than scheduled.

Along the way, it ran out of food. "By 11 p.m. passengers were draining coffee 'milkers' to keep the babies fed," said passenger George Karidis of Brockville.

"People were concerned, they were upset. There was anger," said Mr. Murchison, 29, associate publisher of Ottawa newspaper Ottawa Computes.

The ice storms that have devastated Eastern Ontario and Quebec had felled trees onto the tracks between Ottawa and Brockville. Several times, the train stopped completely while these trees were removed.

At one point, the train went backward for 50 kilometres, hitting a fallen tree along the way, Mr. Karidis said.

The passengers were particularly upset that the train's crew didn't have a plan ready in case of a medical emergency, Mr. Murchison said.

Some passengers and took it upon themselves to canvass other passengers about any health problems aboard.

On the train were several diabetics, an eight-and-a-half-month-pregnant woman and a man who had recently suffered a stroke.

The train's staff was unprepared for an emergency, Mr. Murchison said.

"You think they would have a plan they could swing into action in case of emergency," Mr. Murchison said. "We expect airplanes to have them, so why not Via?"

Via Rail did not return calls yesterday from the Citizen.

To add to the passengers' discomfort, the train's snack cart had not been stocked up in Ottawa, Mr. Karidis said.

After paying about \$45 extra for a first-class ticket, which includes a meal, Mr. Karidis said he had to wait until midnight, after the train arrived in Kingston, to get a sandwich.

"I think Via has to take a really close look at what happened on this train," Mr. Murchison said. "I hope it doesn't take somebody suffering more than this before they act."

"As we crawled along we could see trees uprooted. You could hear trees scraping at the roof of the train," Mr. Murchison said.

The trip was frightening, "especially in the dark when you don't know if it's a sapling or a 20-tonne tree hitting the train," Mr. Murchison said.

Some passengers cried. Others kept children occupied or played games on laptop computers. Many lined up for a quick turn on a cellular telephone to contact friends and relatives.

"One of the great things was that people pulled together," Mr. Murchison said.

Much of the passengers' frustration was at the lack of information forthcoming from the crew.

"People would've been appeased if they were informed," Mr. Karidis said.

Though he usually travels by train about once a week, Mr. Karidis said he will think twice before taking the train again.

Mr. Murchison still thinks the train is the way to travel when the weather is inclement.

Via offered overnight accommodation to passengers upon their arrival in Toronto. About 60 people accepted rooms at the the Royal York Hotel.

"I was pleasantly surprised they put us up at the Royal York and not the YMCA. Everything else they did was bush league," Mr. Murchison said.

Via offers refunds when trains arrives more than four hours late, but Mr. Murchison isn't looking for one.

"I'll probably frame my ticket," Murchison said.

There were several other items about train delays during the ice storm

22/01/1998 *Ottawa Citizen**Brockville*

VIA Rail was to resume regular service between Ottawa and Montreal today. VIA spokesman Malcolm Andrews said trains haven't operated on the CN Rail line since the ice storm because of trees and power lines on the tracks and failed switches and warning lights.

Two Killed as Train Hits Car

Man, woman from Brockville area die at construction site

ELIZABETHTOWN A man and a woman from the Brockville area died after a VIA Rail passenger train rammed into their car yesterday afternoon at a rural railway crossing 90 kilometres south of Ottawa.

Shortly after 2 p.m., the white, four-door car drifted slowly through flashing railway crossing warning lights, where it was broadsided by a train, throwing it into the air and shredding the passenger side.

"I saw this white car pass the laneway and I thought, 'Oh my God,' and started yelling, because I could sense where the train was," said Mary James, who was gardening at her house near the tracks when the accident happened. "The train hit it right on and the car went right up in the air and came right down."

The Ontario Provincial Police did not release the names of the victims, who were pronounced dead at the scene by coroner Dr. Paul O'Connor.

The train was travelling northbound to Ottawa when it struck the eastbound car in a construction zone. The train sustained only minor damage and no one on board was hurt, according to OPP Sgt. Kevin Prentiss.

The Elizabethtown accident occurred in a slight dip along County Road 28, within sight of four houses. Construction work has been ongoing at the intersection. Immediately after the accident, work crews and nearby neighbours rushed to the scene, according to nearby resident Rob Pringle.

Mr. Pringle witnessed the accident from his verandah.

He said the car disappeared behind the train as soon as it was hit, and the next time he saw it, it had spun 180 degrees. He ran over to help, but some construction workers on the scene had already gotten there.

After finding out how bad it was, Mr. Pringle said he turned to stop his wife from getting too close. "I knew it wouldn't be a nice thing to see," he said.

Mrs. James' husband, Barry, went to the crash site after hearing the collision from his basement. He said the mid-sized car "couldn't have been more than two-feet thick."

The car's driver didn't seem to have seen the train, and neither vehicle seemed to be breaking before the collision.

"I don't know if he was distracted or what," Mr. Pringle said. "For some unknown reason, he just kept going."

About six hours after the accident, the crumpled car was pulled from its resting spot several metres north of the crossing and taken away on a flat-bed tow truck. It was severely damaged the passenger side door pushed more than half way across the vehicle.

Police and rail officials were taking measurements to try to determine what happened after the initial collision, checking the flashing lights and interviewing witnesses.

"It's very, very early in our investigation right now," said Const. Mike Benn of the OPP Brockville detachment. "We have to examine every angle of what happened before the true picture will come out."

The car was thrown about 13 metres down the track northwards. A team of construction workers toiled under generator-powered floodlights to repair a huge gouge in the pavement made by the car after it was struck. Every half hour or so, another train would rumble through the scene.

The train was en route to Ottawa from Toronto, stopping at Oshawa, Cobourg, Kingston, and Brockville.

Seven minutes late pulling out of Brockville, train 642 hit the car at 2:20 p.m. yesterday.

In Ottawa, a VIA official said a visual inspection was made at the crash site. After the train was deemed safe it carried 100 passengers to Ottawa, but was two hours and 45 minutes late, arriving at 5:55 p.m. almost seven hours after leaving Toronto.

"I spoke to one passenger who said it felt like a car driving onto the gravel shoulder," said VIA ticket agent Arthur LeClerc. He said most of the passengers accepted the incident and the delay, and were not overly upset.

"The people usually understand when there is that kind of accident where there are fatalities. It's not like a mechanical problem. They don't blame VIA"

The train was supposed to collect about 45 passengers in Ottawa bound for Montreal, but those passengers were put on a bus chartered by VIA and given a 50-per-cent credit on their next trip with railway. Train 642 continued to Montreal last night without passengers, according to VIA spokeswoman Julie Durocher.

"Well, they weren't too crazy about taking the bus," said Mr. LeClerc. "They were here to take the train." The bus, he added, "is not as comfortable as the train. Not only that, it's a lot safer by train."

Ms. Durocher said the crossing where the collision occurred in Elizabethtown is classified as "protected" with warning lights and bells but no barricades to prevent highway traffic from passing through.

Mrs. James's husband, Barry, said people often drive through the warning lights at the crossing, which has no barricade.

"People drive across these tracks like idiots all the time," said Mr. James, adding that the crossing is dangerous because the tracks dip into a valley after the train has finished a long curve, giving drivers little warning of oncoming trains.

Mrs. James added: "It was all like slow-motion in a split-second. You could tell the train wasn't going to stop. If people could see how quick this was, they would stop at railroad tracks."

Mr. James said the crossing hasn't had an incident like this since two men tried to race the train 25 years ago. One of the men died and the other was seriously injured in that crash. That accident prompted authorities to erect warning lights and install bells.

Police Hunt for clues in deadly collision

Train-car crash killed Algonquin retiree, wife

By Jake Rupert

OPP investigators spent yesterday trying to piece together exactly what happened leading up to the moment a VIA Rail train crashed into a car on a level crossing north of Brockville Saturday.

John Edwards, 70, and his wife Carol, 54, were killed instantly when the impact of the train left their white Mercury Sable a tangled mess of steel.

Brockville OPP Const. Mike Benn says all possible explanations for the crash are being examined.

The collision happened at about 2:20 p.m. on Leeds and Grenville County Road 28 at Bellamy's Crossing a location Mr. Edwards had driven through many times before.

Witnesses said the lights and bells at the crossing were working when the eastbound car, travelling at a slow but steady speed, entered the path of the train, which was going north to Ottawa from Brockville at about 130 kmh.

The engineer of the train would not have been able to see the car until the last instant because the track curves just before the crossing. Drivers travelling east on the county road would also have trouble seeing the train as roughly two-metre-high mounds of dirt run parallel to the tracks leading up to the crossing.

Workers from an engineering company were digging up the road on the east side of the tracks at the time of the crash to lay fiber optic cable. It isn't known if the construction work played a role in the accident.

"We'll be checking out everything," Const. Benn said. "Right now, we just don't have enough information to say why this happened"

Const Benn and Sgt. Kevin Prentiss will base their findings on witness statements, information gleaned from a detailed technical reconstruction of the collision and an examination of what's left of the car. Autopsies are also being done today on the bodies of Mr. and Mrs. Edwards.

News of the accident travelled quickly through the small communities of North Augusta and the village of Algonquin, 15 kilometres north of Brockville, where the couple, who had been married nearly 35 years, lived.

Yesterday, everybody knew who had died and expressed their sympathy for the members of the well-known Edwards family.

"It's really been a hard day around here," said the Edwards' neighbour Richard Thompson, 43. "They'll be missed. They were good people."

Purvis Weir, a friend who has known Mr. Edwards for 60 years, described him as "a great family man who has raised two lovely boys. He was an all-round nice guy who worked hard, and so did his wife who was a registered nurse."

People in Algonquin described Mr. Edwards, a retiree, as a quiet man who was friendly to all. He was also an avid walker who could be seen walking for miles along the rural roads checking the rolling green landscape in the area.

When contacted, the Edwards' adult children could not bring themselves to talk about the loss of their parents.

24/04/2024 *Brockville Recorder*

Brockville

Brockville Tunnel

City to Spend Another \$300,000 for Tunnel Fix

Brockville Ontario - In a narrow vote, city council on Tuesday decided to spend an extra \$300,000 to replace failed equipment in the Brockville Railway tunnel, judging it necessary to take a financial hit in order to maintain a key attraction for the tourism season.

With eight of council's nine members present, council voted 5-3 in favour of a motion to authorize the purchase of additional tunnel lighting components, at a cost of \$300,229, to be covered by reserves.

The decision follows a recent call for tenders in which the city's only tunnel contractor to date, Ford Electric, was narrowly outbid by another company.

Last week, director of operations Phil Wood briefed council on the extent of the faster-than-expected equipment failure in the railway tunnel. Water infiltration, caused by mineral deposits on the lenses of the tunnel lights, has led to their rapid failure, while water infiltration into the pedestals along the tunnel has also taken out many of the enablers that drive the facility's light show.

While this year's capital budget includes \$120,000 to replace failed lighting system components in the tunnel, this was based on an assessment by the contractor at the end of last year's tourism season, staff reported.

But city officials then discovered things had gotten worse in the tunnel over the winter.

The latest staff report notes that the approved \$120,000 was for the replacement of 54 failed lighting strips and four failed lighting enablers.

That initial budget, based on last fall's assessment, led to a recent call for tenders in which nine companies bid, the report adds.

The only two bids that came in under the \$120,000 budget were from Ford Electric (\$118,282) and the eventual winner, ACF Electric (\$118,091).

Since then, the additional equipment required has been tallied up at 143 color kinetic lighting fixtures, 10 more lighting enablers, auxiliary cables, and components, the staff report notes.

Staff contacted ACF Electric to discuss expanding the scope of the contract to include all the newly-required components, and the result is the \$300,000 figure, with an estimated delivery time of nine to 10 weeks.

Wood told council Tuesday this would allow the tunnel to be restored to its previous state in time for early July.

Mayor Matt Wren said expanding the existing contract is permissible under the city's procurement rules, and doing it this way, rather than issuing a fresh call for tenders, could mean the difference between getting the lights on Canada Day or Labour Day.

Another alternative was to continue with the current situation, in which a smaller stretch of lights would remain at white only (no colour light show) with some gaps, while staff further investigated a more permanent fix.

While some councillors favoured this, Coun. Katherine Hobbs, who was once Brockville's tourism director, argued a "white light season" would not only not be as good as the complete light show, but would damage the tunnel's long-term ability to draw tourists.

If the city advertises an exciting light show inside the tunnel and tourists do not see that, "that kind of a reputation is far worse for us than the \$300,000 is, because that will always be with us. Getting word-of-mouth out there that something's bad is permanent," said Hobbs.

Coun. Jane Fullarton agreed.

"It's a terrible expense for us to have to go to, but I don't think we should lose the momentum for the city that the tunnel has created," said Fullarton.

Coun. Jeff Earle balked at the cost of the new contract, in combination with the existing \$120,000 in spending.

"At this point, between the original tender and the modified or upgraded version, we're looking at almost a half-million dollars here. It's the same equipment which could suffer the same fate in the same time period," said Earle.

Earle questioned why no one did any "homework" over the winter when there was time to look for more waterproof equipment.

Earle also warned that backing this expanded contract comes with no guarantee the lights will be delivered on time, raising the prospect that the purchase will be in vain.

"I can't be fiscally responsible and hold my hand up for this," he added.

Coun. Louise Severson also opposed the purchase, and introduced a motion to delay the \$300,000 deal until 14 May 2024, giving staff more time to report on a more permanent fix.

With Coun. Nathalie Lavergne not at the meeting, that motion to defer fell to a 4-4 tie, with Earle, Severson, Mike Kalivas, and Cameron Wales supporting it, while the mayor, Hobbs, Fullarton and Coun. Phil Deery voted against the delay.

The subsequent vote on the initial motion did not, however, produce the same result in reverse.

While Deery, Fullarton, Hobbs and the mayor voted yes, Wales also joined their ranks, leaving Earle, Kalivas, and Severson to vote against.

The motion also directs staff "to bring reports to the general committee detailing remedial, short turn-around solutions to improve the longevity

problems of lighting system equipment and further comprehensive long-term solutions intended to resolve chronic lighting system problems."

Ronald Zajac.