

Local Railway Items from Area Papers - Winchester Subdivision

05/07/1881 Ottawa Free Press Winchester

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

30/07/1881 Ottawa Free Press Winchester

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

04/04/1884 Renfrew Mercury Winchester Smiths Falls

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

07/03/1885 Ottawa Citizen Winchester

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

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

The putting up of the ironwork of the Canadian Pacific railway bridge over the Rideau river was begun last week. --
Note: No indication as to which bridge this refers to but likely the new bridge at Merrickville..

10/04/1886 Ottawa Journal Winchester

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

24/04/1886 Ottawa Citizen Winchester

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

21/05/1886 Ottawa Citizen Winchester

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

15/06/1886 Ottawa Citizen Winchester

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

21/06/1886 Ottawa Citizen Winchester Merrickville

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

30/06/1886 Ottawa Journal Winchester

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

06/07/1886 Ottawa Journal Winchester

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

22/07/1886 Ottawa Journal Winchester Merrickville

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

Riots at Merrickville

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

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

29/07/1886

Ottawa Journal

Winchester

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

09/08/1886

Ottawa Journal

Winchester

Laborers' Strike

Angry Italians on the Short Line Demand More Pay

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

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

04/09/1886

Ottawa Journal

Winchester

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

08/09/1886

Ottawa Journal

Winchester

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

30/09/1886

Ottawa Free Press

Winchester

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

05/10/1886

Ottawa Citizen

Winchester

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

06/10/1886

Ottawa Free Press

Winchester

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

09/10/1886

Ottawa Journal

Winchester

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

22/10/1886

Ottawa Journal

Winchester

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

"How about the bridge across the Rideau?"

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

"Is any of the line below Merrickville constructed?"

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

23/10/1886 Ottawa Journal Winchester

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

04/11/1886 Ottawa Journal Winchester

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

04/11/1886 Ottawa Citizen Winchester

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

23/11/1886 Ottawa Journal Winchester

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

24/11/1886 Ottawa Citizen Winchester

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

02/12/1886 Ottawa Journal Winchester

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

09/12/1886 Ottawa Journal Winchester

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

04/01/1887 Ottawa Free Press Winchester Smiths Falls

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

14/01/1887 Ottawa Citizen Winchester Merrickville

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

29/01/1887 Ottawa Free Press Winchester

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

31/01/1887 Ottawa Journal Winchester Merrickville

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

21/03/1887 Ottawa Journal Winchester Merrickville

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

22/03/1887 Ottawa Journal Winchester Merrickville

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

05/04/1887 Ottawa Journal Winchester

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

15/04/1887 Renfrew Mercury Winchester Smiths Falls

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

07/05/1887 Ottawa Journal Winchester

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

18/05/1887 Ottawa Free Press Winchester Merrickville

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

11/06/1887 Ottawa Journal Winchester Smiths Falls water

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

30/06/1887 Ottawa Journal Winchester Smiths Falls

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15/06/1888 Renfrew Mercury Winchester Smiths Falls

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

02/05/1890 Renfrew Mercury Winchester Smiths Falls

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

13/05/1890 Ottawa Journal Winchester Smiths Falls

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

02/06/1890 Ottawa Journal Winchester

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

10/08/1890 Ottawa Journal Winchester Chesterville

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

21/12/1891 Ottawa Journal Winchester Bedell

Arrested at Kemptville.

The Smith' Falls Record say :Mr.Brown, boss of section east of Kemptville junction, was arrested to-day for larceny. Some weeks ago a collision occurred below Buchanan's Crossing in South Gower and several cars smashed to atoms. The contents, cloth, groceries, etc., were left in his. Brown's, care, and as several articles never reached their destination, a special detective was engaged by the company to ferret out the matter.

02/03/1892 Brockville Recorder Winchester

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

22/08/1892 Ottawa Journal Winchester Avonmore

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

24/11/1892 Brockville Recorder Winchester Smiths Falls

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

06/07/1893 Ottawa Journal Winchester Merrickville

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

24/08/1893 Ottawa Journal Winchester Smiths Falls

CPR Roundhouse Burned

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

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

29/08/1893 Ottawa Citizen Winchester Smiths Falls

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

31/08/1893 Brockville Recorder Winchester Smiths Falls

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

12/04/1894 Brockville Recorder Winchester Oxford Mills

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

19/04/1895 Eastern Ontario Review Winchester Green Valley

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

26/07/1895 Eastern Ontario Review Winchester Dalhousie Mills

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

06/02/1897 Brockville Recorder Winchester Monckland

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

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

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

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

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

03/02/1898 *Carl Riff* *Winchester* *Winchester*

A pitch in occurred at Winchester station on the CPR short line road on Thursday night (27 January). No person was injured. A way freight was standing on the track when the through train came along and smashed into it. The van and four cars were completely wrecked and the engine considerably damaged. Engineer Jas. Lewis, who is well known here. And the fireman of the through freight jumped before the collision and escaped unhurt. The track was blocked for some hours, and in consequence, the Toronto train had to come through Ottawa on its way to Montreal.

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

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

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

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

01/05/1900 *Ottawa Citizen* *Winchester* *Bedell*

Fire at Kemptville.

Kemptville, Ontario, April 30 (Special) The fire brigade was called out this morning at 115, for service at Kemptville Junction, the large water tank having caught fire, in the roof, from a defective chimney. After Station Agent W. Hadden had secured the consent of the reeve to have the fire apparatus go outside the town limits, six or eight of the brigade were quietly awakened, and, with the engine and one reel, were at work with one heavy stream at the Junction, to miles distant, over very, very bad roads, in twenty-five minutes. The tank roof was badly damaged, but the efficiency of the of the supply apparatus was saved.

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

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

15/03/1901 *Ottawa Journal* *Winchester* *St. Polycarpe*

ACCIDENT AT ST. POLYCARPE

There was a railway accident at St. Polycarpe Junction this morning and it was rumored in the city that Engineer Lumsden was badly injured by being pinned down by the engine, which left the rails and turned over on its side. No confirmation, of the rumor could be obtained from the local Canadian Pacific Railway officials, as the accident occurred on the Ontario and Quebec division. According to the rumor the engine had to be jacked up in order to get Lumsden from beneath it. All the passengers escaped without injury.

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

Accident at St. Polycarpe.

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

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

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

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

Will pay \$3,000

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

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

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

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

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

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

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

18/09/1902 The Record, Chesterville Winchester Winchester

CPR foreman brains Italian navy.

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

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

Also reported in the Ottawa Journal of 10 September 1902.

02/10/1903 Eastern Ontario Review Winchester Smiths Falls

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

29/02/1904 Ottawa Journal Winchester Smiths Falls

Derailement to a colonist car. See accident file.

23/11/1905 Chesterville Record Winchester Smiths Falls

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

08/02/1906 Ottawa Journal Winchester Smiths Falls

Frost and Wood plant destroyed by fire.

12/07/1906 Chesterville Record Winchester Finch

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

27/12/1906 Ottawa Citizen Winchester Smiths Falls

C. R. Holmes, Smith's Falls, Run Down by Engine.

Smith's Falls, Dec 26 A very regrettable accident occurred on the CPR line here Monday morning (24/12), when Conductor R- Holmes was killed. He had taken the wrecking train out about, three miles east of the town to put a derailed freight car back on the track and while working about the wreck was run clown by the engine of his own train. Both legs were cut off and his right arm was badly mangled. He lived half an hour but never spoke.

Holmes was a clever, well educated young man one of the most popular in town. He came here from Ireland several years ago and had no relatives in this country. He was a prominent Oddfellow and his funeral was conducted by that order.

27/02/1907 Renfrew Mercury Winchester Kemptville

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

07/03/1907 Chesterville Record Winchester Mountain

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

19/04/1907 Renfrew Mercury Winchester Smiths Falls

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

13/06/1907 Chesterville Record Winchester

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

13/09/1907 Eastern Ontario Review Winchester Mountain

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

29/11/1907 Eastern Ontario Review Winchester Chesterville

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

09/04/1908 Chesterville Record Winchester Smiths Falls

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

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

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

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

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

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

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

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

26/02/1909 *Eastern Ontario Review* *Winchester*

C.P.R. Improvements

While the appropriations for constructuin work on eastern lines have not yet received the signature of Thomas Shaughnessy and cannot consequently be definitively announced there is one piece of work that weill certainly have a place in the year's programme and that is the double tracking of the line between Vaudreuil and Smith's Falls.

The C.P.R. double tracking on what may be called the home stretch on the western lines has been in progress for two seasons. Last year the grading and tracklaying was completed from Smiths Fall's to Finch and a good deal was done until the severe weather put an end to operations on the line between Vaudreuil and Dalhousie Mills. This will be finished and the gap between Finch and Dalhousie Mills filled in before the end of this summer.

Mr. James McDonald of Smith's Falls has the contract for part of the grading and Mr. J.P. Mullarkey has the rest of the grading and the whole of the culvert work of the section from Vaudreuil to Finch.

This will finish the double track from Montreal to Smith's Falls, but as to what the company will do beyond Smith's Falls nothing has been determined. There have been reports about the construction of the new grain line from Victoria Harbour to Georgian Bay, but this is at the moment hanging in the balance between this year and next, It is the president's pen that will turn the scales.

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

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

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

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

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

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

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

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

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

Smiths Falls. It has been rumored for some time that the C.P.R. train despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain here. The line btween Smiths Falls and Chalk River and the line form Ottawa to Brockville has been added to their territory which hitherto had only been the line between Smiths Falls and Montreal. The new order will go into effect on March 14th.

29/03/1910 *Ottawa Journal* *Winchester* *Smiths Falls*

FREIGHT CAR DELAYS TRAFFIC

Slight Derailment In Smith's Falls Yards Yesterday.

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

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

13/10/1911 *Eastern Ontario Review* *Winchester* *Winchester*

Accident at Winchester

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

02/05/1912 *Chesterville Record* *Winchester* *Finch*

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

18/01/1913 *Ottawa Journal* *Winchester* *Smiths Falls*

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

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

07/02/1913 *Eastern Ontario Review* *Winchester* *Smiths Falls*

Spectacular Fire at Smith's Falls

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

28/10/1913 Rideau Record Winchester Smiths Falls

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

13/01/1914 Rideau Record Winchester Smiths Falls

Runaway Engine

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

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

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

15/01/1914 Rideau Record Winchester Smiths Falls

Cat In Car

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

03/02/1914 Rideau Record Winchester Smiths Falls

A Man and a Boy

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

19/02/1914 Rideau Record Winchester Mountain

The Late Robert Grant

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

26/02/1914 Rideau Record Winchester

Gone to Ottawa

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

19/03/1914 Rideau Record Winchester Smiths Falls

Another Blizzard

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

24/03/1914 Rideau Record Winchester Smiths Falls

Hand Cut Off

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

31/03/1914 Rideau Record Winchester

Killed on The Track

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

07/04/1914 Rideau Record Winchester Smiths Falls

Thrown From Engine

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

09/04/1914 Rideau Record Winchester Smiths Falls

Public Hospital

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

O.R.C. Ball

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

The C.P. Vic's

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

President - D. W. Watson

Vice " - L. E. Bradley

Sec. Treasurer - Wm. G. Watson

Captain - Robert Henderson

Sub-Captain - Jas. Johnston

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

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

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

New Trains

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

Town Council Meeting excerpts

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

Council Meeting Excerpts

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

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

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

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

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

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

A Happy Crowd

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

Lost on the Empress

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

Accident at Apple Hill

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

Serious accident at Saint Polycarpe.

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

The killed and injured set out in detail

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

Car smashed to Pieces.

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

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

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

12/07/1917 *Chesterville Record* *Winchester* *Apple Hill*

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

19/09/1918 *Chesterville Record* *Winchester* *Chesterville*

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

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

26/09/1918 *Chesterville Record* *Winchester* *Bedell*

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

19/12/1918 *Chesterville Record* *Winchester* *Chesterville*

A peculiar fire happened in the station yards yesterday morning about five o'clock, when all the wood work in the cab of engine No. 24 was destroyed. For the last couple of weeks the engine, which was on a work train, has been laid up here at night in charge of a watchman while the crew has slept at the hotel.

Yesterday morning apparently after the watchman had put in the first fire to get the engine ready for the road, he must have left a hot poker where it set the wood work afire after he had left the engine as he was unable to account for it.

16/01/1919 *Chesterville Record* *Winchester* *Chesterville*

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

07/02/1919 *Arnprior Watchman* *Winchester* *Smiths Falls*

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

28/08/1919 *Chesterville Record* *Winchester* *Smiths Falls*

At 12:45 Monday morning the train bearing His Royal Highness the Prince of Wales arrived at the Smiths Falls CPR depot and after a stop of one hour to change engines and replenish the store of ice and water, continued on its way to Toronto via the Lake Shore Line.

Notwithstanding the lateness of the hour a large crowd had assembled at the station in the hope of catching a glimpse of the heir to the British throne. They were not disappointed in this, as he not only stepped from the train but addressed a few words to them from the platform of his car "Killarney".

Engine number 2225, flying two flags upon its buffer beam, upon which was inscribed the Royal coat of arms, drew the special train. When it came to a stand the big crowd pressed about the last coach "Killarney" in which they knew His Royal Highness was travelling. There was little hope that they would have an opportunity of seeing him as it was presumed that he would have retired.

It appears however that the Prince had left instructions with his attendants to inform him of his arrival in the province of Ontario and upon being appraised that his train was standing at the first CPR divisional point in the banner province, he arose and descended to the station platform amidst tremendous cheers from the loyal people who thronged about him.

He lit a cigarette and for ten minutes paced up and down the platform, accompanied by an attendant, smiling and shaking hands in a charmingly informal manner with the eager people who pressed about him in their endeavour to give him assurances of their attachment to his royal father and himself.

More.

At 1.45 his train moved out of the station.

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

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

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

C.P.R. will improve Eastern Ont. Divisions

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

10/08/1920 *Ottawa Citizen* **Winchester** *Glen Nevis crossing*

Mr. Gormley was killed Friday night by C.P.R. passenger train number 26 at Glen Nevis, Ont. Coroner H. Munro will hold an inquest into his death on August 16.

21/01/1921 *Ottawa Citizen* **Winchester** **Winchester**

Winchester, Ont. Threatened by a serious fire

The Chesterville Fire department, soon received word of the fire and immediately collected all available fire extinguishers and hose reels, which they took to Winchester on a C.P.R. way freight train. The fire extinguishers were used to good advantage and it was through their use that Mr. Sheet's store, which is situated across a driveway from the telephone office, was saved.

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

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

07/09/1922 *Ottawa Citizen* **Winchester** **Chesterville**

TWO KILLED, THREE INJURED. AUTO AND C.P.R. FLYER CRASH

American Auto Party On Way to Ottawa in Fatal Accident at Chesterville Crossing.

TRACKS AND ROAD RUN ON PARALLEL

Man Killed Instantly, Woman Dies on Train, Others in Smiths Falls Hospital.

Chesterville, Ont. Sept 6 - Two are dead and three others are more or less seriously injured following a collision between a Ford sedan and the C.P.R. Montreal-Chicago flier, about a mile and quarter west of here at noon today.

The Dead.

George Murray, aged 33 years South Bombay, N. Y. Mrs. Helen Reynolds, aged 40. South Bombay, N. Y.

The Injured.

Mrs. Charles Murray, South Bombay, N. Y., aged 65 years, left leg amputated and scalp wounds, condition serious.

Mrs. George Murray, South Bombay, N. Y., scalp wounds and shock, condition not serious.

Miss Annabelle Greenwood, South Bombay, N. Y., aged 17, collar bone broken.

The party were motoring from South Bombay, N. Y., to Ottawa. South Bombay is about five miles from Moira, N. Y. The accident happened at 11.45 o'clock am., standard time.

For about a mile, or most of the way from Chesterville to the railway crossing where the fatal accident happened, the railway and road run parallel, and the driver of the car had full view of any train travelling along this stretch. In the opinion of Dr. Locke, of Williamsburg, the coroner, the driver of the auto, which was travelling the same direction as the train, apparently did not notice that the road crossed the railway tracks at this point.

The Ford sedan in which the party were driving reached the crossing at the same time as the Montreal-Chicago flier No. 19, which was travelling at 45 miles per hour. The train was in charge of Engineer Thomas Martin, of Montreal. Fire man A. Jeffrey, Montreal, and Conductor William Chapman, of Toronto.

Carried Auto Alone.

The front of the locomotive struck the automobile opposite the engine and turned the car completely over, and throwing out all its occupants. After turning the car over, the loco motive carried it along about three pole lengths.

When George Murray was picked up he was dead, with some ribs broken over his heart. It is thought that death was due to an internal hemorrhage. The other four occupants of the car were taken on the train and brought to Smiths Falls. Mrs. Reynolds, who was terribly injured, died on the train while en route to Smiths Falls. Mrs. Charles Murray and Miss Greenwood were taken to the General hospital at Smiths Falls, where Mrs. Murray had her leg amputated. Mrs. George Murray, wife of the late Mr. Murray, was taken to St. Francis hospital. She is the least injured of the party.

Dr. Locke, of Williamsburg, the coroner for Chesterville district, was notified of the death of the late Mr. Murray and at once went to Chesterville to view the remains. An inquest was opened. After the usual swearing in of the jury, the inquest was adjourned until next Wednesday noon, at the Chesterville town hall. This inquest will also cover the death of the late Mrs. Reynolds.

The remains of the late Mrs. Reynolds are in the morgue at Smiths Falls awaiting arrangements for shipment to South Bombay.

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

CONDUCTOR IS KILLED WHEN CAR DERAILED

William Barnett Loses His Life in Smiths Falls Yard

SMITHS FALLS. Nov 8

William Barnett of Havelock a C.P.R. conductor, met with instant death in the west yard here today through the derailment of the van of his train.

The rear end of his train was struck by the locomotive of another train running slowly, and shoved a short distance ahead. When the slack came back the van was derailed and sent down an embankment. Conductor Barnett had just stepped into the van, thinking all danger over, when the van left the track and rolled down the hill. The ill-fated man leaves a wife and family at Havelock.

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

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

03/03/1924 *Kingston Daily British Whi* **Winchester** **Winchester**

Train Crashes Into Platform

Brockville, March 3.- Miss Clara Irving, Winchester, was badly bruised and cut, Mrs. F.J. Barlow, Chesterville bruised, and William Lloyd, C.P.R. operator, had his clothes badly torn, when an express train struck a milk loading platform at Winchester C.P.R. station and smashed it into kindling wood. The three persons were standing nearby and were struck by the debris.

18/07/1924 *Ottawa Citizen* **Winchester**

BAD AUTO ACCIDENT NEAR ALEXANDRIA

ALEXANDRIA, Ont., July 17. Alex Emburg, 11 years of age, was instantly killed, his brother, Martin, 14, had both legs and one arm broken, and is in a critical condition. while Raymond Lefebvre sustained broken ribs and internal injuries when the automobile driven by the latter was struck by the west-bound Canadian Pacific train at a level crossing about three miles south of here today. The automobile was smashed to pieces.

01/08/1924 *Eastern Ontario Review* **Winchester**

An automobile driven by Raymond Lefebvre, son of H. Lefebvre, merchant, Green Valley, while crossing the C.P.R. track at that point, was struck by a train and badly injured. Alex. Emburg, aged 11, was instantly killed and his brother, Martin, aged 14, had both legs and an arm broken, and was taken to Hotel Dieu, Cornwall

While coupling cars at St. Polycarpe, Angus Kennedy, brakeman on the C.P.R. St. Polycarpe branch, received such serious internal injuries that despite his removal to the Royal Victoria Hospital, Montreal, death ensues a short time after his arrival. He was buried at Monckland Station
This was also in the 14th November edition

27/02/1925 *Eastern Ontario Review* *Winchester*

A special train of forty-two cars containing nearly 900 head of stock for export to Great Britain, arrived at the Canadian Pacific Railway's East End stock yards, Montreal, recently. These, added to shipments from Pickingham, Ont., Toronto and other points in Ontario and Quebec, made up what cattlemen claimed to be the greatest concentration of Canadian cattle for export in the history of the trade. From the yards the cattle were shipped by special train to the ship's side at St. John, N.B.

26/06/1925 *Eastern Ontario Review* *Winchester**Smiths Falls*

While unloading logs for J.D. McInnes, contractor at the C.P.R. Smiths Falls last week. Fred C. Knapp 38 years was fatally injured when stakes supporting the logs broke and struck him on the head breaking his jaw and shoulder. When removed from beneath the logs the man was rushed to the Public Hospital in an unconscious condition and passed away two hours later. He is survived by his wife, three small children, three brothers and two sisters.

19/09/1925 *Ottawa Citizen* *Winchester**Chesterville*

IS FATALLY INJURED AT LEVEL CROSSING

Edgar Jones Was Driving Horses When Wagon Struck By Train.

SMITHS FALLS. Sept. 18 Struck by the C.P.R. Montreal-Toronto fast train No. 19 while driving a team of horses with a load of corn over a level crossing on the farm of A. H. Fulton, three miles from Chesterville about 11.80 o'clock this morning, Edgar Jones, of Maple Ridge, Ont., received injuries which a short time after resulted in his death. The train struck the load broadside, hurling Jones to the ground. He was picked up in an unconscious condition alongside of the track and rushed to Smiths Falls, but passed away shortly after he was admitted to hospital. The team of horses were killed outright.

An Inquest was opened into the unfortunate man's death, and after the usual routine it was adjourned until Wednesday next.

The jury consists of: Geo. G. Graham, "foreman;" Chris. Crozier, Frank Pat, Jack Bradley, W. S. Bell. O. C. Abbott, A. J. MacDonald, E. Lockwood, E. Jones. T. Martin, of Montreal, was engineer on the train.

Jones, who was 33 years of age, came from England and has been here four years, during which time he has worked for Fulton.

Also reported in the Journal same date

09/10/1925 *Eastern Ontario Review* *Winchester**Chesterville*

Eddar E. Jones, aged thirty-seven, a native of England. was struck by a fast express West of Chesterville last week and was almost instantly killed. The man was driving a team and the horses were also killed and the wagon smashed beyond recognition. The man died on the train on the way to Smith's Falls Hospital. Jones had been in Canada for four years. His parents and a sister reside in Upper Redbrook, North Monmouth, Eng. The body was interred in Maple Ridge cemetery

21/01/1926 *Ottawa Citizen* *Winchester**Monklands*

APPLE HILL FARMER IS KILLED BY TRAIN

James Colborne Struck by C.P.R. Flyer.

MONKLANDS. Ont, Jan. 21. Jas. Colborne, well-known farmer of the Apple Hill district, was instantly killed yesterday afternoon at a level crossing of the Canadian Pacific Railway about one and one half miles east of this village. He was hurled from a sleigh he was driving by the eastbound flyer for a distance of one hundred feet and was dead when members of the train crew reached him. He was in his 60th year.

It is believed that Mr. Colborne was sitting on the rear of the load of cordwood which he was delivering to Monklands, as the team of horses escaped injury, although the load was scattered. The train was in charge of Engineer Thomas Martin and Conductor J. Phillips, of Smiths Falls, and at the point of the accident generally travels at between 50 and 55 miles an hour, according to Supt Crabb of the C.P.R. Coroner Munro, of Maxville, has opened an inquest into the occurrence.

The late Mr. Colborne is survived by a family of ten children. He was born at Riceville, Ont, and lived there until about ten years ago.

28/01/1926 *Ottawa Journal* *Winchester**Monklands*

No one to blame crossing fatality

Apple Hill farmer had not noticed fast train.

A verdict of accidental death, with no blame attachable to any person, was returned by the coroner's jury which yesterday afternoon investigated the death of James Colborne, farmer, of Apple Hill. Colborne was killed on January 20 when he was struck by the C.P.R. Chicago - Montreal flyer as he was driving a sleigh across the tracks, a few miles to the west of Apple Hill. Dr. J. H. Munro, coroner, of Maxville, conducted the inquest.

Among the witnesses called were engineer J. Martin, Montreal, and fireman J. McCreary, Smiths Falls, crew of the locomotive which struck the sleigh, and William Barclay, a farmer, and neighbour of Colborne, who also saw the man approaching the tracks.

Fireman McCreary testified that he saw the man driving onto the path of the flyer, which was travelling between 50 and 60 miles an hour. The victim was sitting on the front truck of the sleigh, with his back to the train, and apparently was quite unaware of its approach. The brakes were applied at once, and the whistle was blown. The heavy train was brought to a stop within a distance of 12 telegraph poles, but not before it crashed into the sleigh, killing the driver instantly, and hurting him over 100 ft.

Barclay verified the evidence. Colborne had his back to the train. The dead man was very hard of hearing, and apparently did not know of the train's approach until it was right up on him. The horses escaped without injury.

05/05/1926 *Ottawa Citizen* *Winchester**Finch*

ONE MAN KILLED AND ANOTHER BADLY HURT

SMITHS FALLS. May 4. J. F. King, aged 65 years, dairy inspector, of Avonmore, was instantly killed, and Duncan McDermott, also of Avonmore, was seriously injured when the automobile in which they were driving was struck on a level crossing by a C.P.R. freight train about three miles east of Finch this morning. Mr. McDermott was rushed to hospital at Smiths Falls suffering from a broken leg, internal injuries and concussions.

The auto was hurled 75 feet from Lafleur's crossing, and when recovered was a complete wreck. Mr. King, who owns the auto, was driving, and the side curtains were up thus obstructing a clear view on either side of the crossing. The car was seen to drive onto the crossing by the train crew, but before the engine could be brought to a stop it had struck the car. The smash was witnessed by a number of farmers who ran to the aid of the two men. Mr. King, however, was dead when picked up, and his body was taken to Avonmore. Mr. McDermott was unconscious, and was rushed to the hospital, in Smiths Falls where he is in a serious condition.

An inquest will be held on Mr. King's body by Dr. Pollard of Moose Creek..

FATAL ACCIDENT AT ALEXANDRIA [sic]

Driver is Killed and Companion Injured When Car Struck by Train.

ALEXANDRIA, Ont., May 22. A fatal accident occurred last evening at Dalhousie Station when a Ford car driven by Sam Maville was struck by a C.P.R. eastbound freight at the level crossing there. The car was hurled several feet and the freight, which was well under control, was promptly stopped. An examination of the wreckage revealed that the driver, Sam Maville, was dead and his companion, Miss E. Mc-teod, was unconscious, and in a serious condition. Leaving the cars standing on the track the engine and caboose were made up into a special train and the injured girl was rushed to the general hospital. Montreal, where up to a late hour today she was reported as still unconscious.

The accident was witnessed by several persons and how Maville did not notice the approaching train cannot be understood. He had just crossed the track going north when for some unknown reason he turned around and started south again driving directly in front of the freight. It was quite dark, the accident happening at 9.20 p.m. and for this reason the headlight of the train was visible for several hundred feet and the whistle had blown for the crossing as usual. Dalhousie is just about the boundary between the two provinces and as the accident happened in Quebec, Coroner McMahon, of Montreal, was notified. Permission was given for the removal of the body to the home of the boy's father. R. Maville, in the fifth concession of Lancaster. An inquest will in all probability be held on Monday.

11/11/1927 *Ottawa Journal**Winchester**Chesterville*

Driver of car badly injured in the crash

Sedan is struck by a freight train at Chesterfield Crossing.

Winchester, Ont., November 11th. - when the Chrysler sedan in which they were riding was struck by a westbound C.P.R. freight train at Chesterville crossing at 8 o'clock last night, Ward Johnston, the driver, was seriously injured and three passengers were less seriously hurt.

In addition to Mr. Johnson the injured are his wife, a daughter, Orlean and Miss Mabel Hummel, all of Chesterville. Mrs. Johnston is suffering chiefly from shock, as is her daughter, and Miss Hummel has a sprained wrist and slight internal injuries.

Failed to see train.

The party will motoring into Chesterville to attend a concert and at the crossing failed to see the freight train which was shunting from a spur leading from the Nestle Milk Company plant to the main line.

The sedan, which was demolished, was dragged 50 yards before the train was brought to a stop.

The Chesterville Station Agent, William Redfern, was first to the assistance and he at once notified Dr. William Brown and Dr. Jay Clayton who rendered first aid.

Have hopes he will recover.

It was first feared that Mr. Johnston was fatally injured. His condition now, while grave, leads the doctors to hold out hope for his recovery. He is at his home near Chesterville. The other accident victims, while suffering considerably, are in no danger.

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

Chesterville man killed instantly

Angus Price hit by giant locomotive despite foreman's brave effort to save him.

CHESTERVILLE. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying on the Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.

Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lomond, section foreman, bravely attempted to hurl the man from the tracks but could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O.C. Rabb.

Coroner Dr. McLaughlin of Chesterville and Dr. A.B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle and his whole body was badly injured. An inquest will be held Saturday afternoon at 1.30. Funeral arrangements have not been made.

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

Chesterville Man Is Instantly Killed

Angus Price Hit by Giant Locomotive Despite Foreman's Brave Effort to Save Him.

CHESTERVILLE, Nov. 8. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today at 8.30 when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.

Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lemond, section foreman, bravely attempted to hurl the man from the tracks but : could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O. C. Rabb.

Coroner Dr. McLaughlin of Chesterville and Dr. A. B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle, and his body was badly injured. An inquest will be held Saturday afternoon at 150. Funeral arrangements have not been made.

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

Chesterville. Attach no blame for the death of Section Hand

The inquest into the death of Angus Price C.P.R. section man, who was killed on the C.P.R. tracks at 8.30 a.m. on Thursday, November 8, by engine No. 3100, on a westbound freight running between Montreal and Smiths Falls, was conducted by Coroner P. McLaughlin of Winchester, at the town hall here today. The jury selected were: F. McCloskey, foreman; M. Shaver, Geo. Barckley, Wesley Hamilton, Andrew Wilson, Isaac Garrow, W.H. Casselman, Jas Masterton, Wesley Fulton, Geo. Hunt, and James McAvoy, M. Marcellus.

Following is the verdict rendered by the jury: "We, your jurors, empanelled for the purpose of hearing the evidence and making a finding as to the cause of the death of the late Angus Price of Chesterville, submit as our verdict the following: That the late Angus Price came to his death while performing his regular duties as a section hand on the Canadian Pacific Railway tracks just east of the station at Chesterville, Ontario, about 8.30 a.m. on Thursday, November 8, 1928. That the evidence submitted indicates that every possible warning was given by the train crew and that the emergency brakes were applied at the first indication of danger and that they were one hundred per cent efficient; that everything that could have been done to save him was done by his fellow section men: that your jurors attach no blame to anyone: that there is nothing in the evidence to satisfactorily explain why the late Angus Price should not have heeded the warnings given him.

The funeral of the late Mr. Price was held on Friday afternoon at the United church, Chesterville, and was largely attended. The pastor, Rev. R.E. Newman, was assisted by Rev. Mr. Orak and Rev. B. Roberts. The choir was under the direction of organist, Mr. P.G. Hewitt, Mrs. George Merkley rendering a solo. Interment was made in the Maple Ridge cemetery.

Derailment Cause of Delaying Train

Freight Cars off Tracks East of Apple Hill Station

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

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

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

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

Derailment cause of delaying train

Straight cars off tracks east of Apple Hill station.

Smiths Falls. Jan. 14 - too cars of the C. P. R. freight train No. 3603, eastbound from Smiths Falls to Montreal, were derailed just east of Apple Hill station this morning. The derailment occurred one mile east of the Apple Hill station, 60 miles west of Montreal at 9.15 o'clock

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

Train number 19, leaving Montreal at 9.45 a. m. for Chicago, was re-routed by way of Ottawa. The Smiths Falls local, shortly before noon was being delayed by the obstructed track but was awaiting the clearance, before proceeding. No damage was sustained by the cars which left the track. These were loaded with wheat and were bound for Montreal.

Freight Car Kills Smiths Falls Man

Lloyd Maxwell, 21, Falls Under Moving Car While at Work in Rly. Yards.

SMITHS FALLS, Ont., Feb. 3. Lloyd Maxwell, 21 years old, son of Mr. and Mrs. William Maxwell, of Smiths Falls, was fatally injured late Saturday night when he slipped under the wheels of a moving freight car in the Canadian Pacific Railway yards here, one of his legs being completely severed from his body. The youth was taken to the public hospital, where he passed away at about 12:30 o'clock this morning.

Meager details of the accident are that the young brakeman was working in the yard when the mishap occurred. It is reported that the freight car had been cut off the train and Maxwell was attempting to make a switch when he slipped and fell beneath the wheels. When found the unfortunate young man was lying between the wheels of the two trucks and another quarter turn would have crushed him instantly.

Lloyd Maxwell was a well known and popular resident of Smiths Falls and had lived here practically all his life. He was the son of Mr. and Mrs William Maxwell and had only recently taken a position with the C.P.R. Last December he took over his duties as a brakeman, The young mnn attended St. John's Anglican church.

Young Brakeman Meets With Fatal Accident

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

Fatally Injured When Train Hits Car on Crossing

Henry Gallagher, Winches ter Springs, Fails to See Express as He Drives to fatal Spot.

KEMPTVILLE, Ont., May , 16, When the motor car, of which he was the only occupant, was struck by the Montreal-Chicago fast train, at the Winchester crossing this morning, Henry Gallagher, aged 26 years, of Winchester Springs, was fatally injured. He died in a Smiths Falls hospital this afternoon from shock. An inquest will be held.

The train, which does not stop at Winchester, was travelling at about 50 or 60 miles an hour when it struck Gallagher's auto broadside and shattered it to atoms. At the time of the accident a freight train was shunting a short distance to the east of the crossing, and it is thought that the unfortunate man did not notice the approach of the express on account of this. Following the crash the train was brought to a stop and the injured man, with Dr. P. Mc Laughlin, of Winchester, were taken aboard and brought to Smiths Falls where the former was admitted to the hospital.

Gallagher, in company with Robert Kirkwood, left Winchester Springs in a small coupe and went to Winchester where the latter got his car out of a garage. They were on their way home, Kirkwood driving ahead and Gallagher a short distance behind him when the crash occurred. Kirkwood got over the crossing before the arrival of the train.

In the smash Gallaghers auto was hurled about fifty feet through the air by the force of the impact, and fell in splinters. Gallagher was thrown out and was hurled about forty feet further.

The late Mr. Gallagher is survived by his widow, formerly Mary Gibson; his parents, and one brother, Earl. No funeral arrangements have been made yet.

Farmer and Son Killed by Train

M.A. McDiarmid and Albert Meet Death When Buggy Struck by C.P.R.

ALEXANDRIA, Oct. 29 M.A. McDiarmid and his son Albert, farmers of Apple Hill were instantly killed at 11.15 o'clock this morning when the buggy in which they were driving was struck by the Canadian Pacific westbound flier.

A hired man, whose name could not be secured, saw the train approaching and jumped for his life. He was unhurt. No reason can be advanced for the failure of the father and son to see the approach of the train which was travelling at fifty miles an hour.

The buggy was hurled high in the air and parts of it were strewn along the way The horse was instantly killed also.

Dr. Howard Munroe of Maxville was notified and decided to hold an inquest at a date yet to be set. Mr. McDiarmid and his son were quite used to travelling over the level crossing where the accident occurred and knew what time the train was due.

Man is killed as train strikes rig

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

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

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

03/04/1930 *Ottawa Citizen* *Winchester* *Rosedale*

Rider meets death when horse dashes in front of train

Animal takes fright of engine's roar and carries George Condie, Rosedale farmer, to tragic death.

Smiths Falls, Ont., April 2 - identification of the mutilated body of a man, struck by the fast Montreal-Toronto C.P.R. train as it whirled by a farm crossing a few miles south of Smiths Falls shortly after noon today, as George Condie, a well-known farmer of the Rosedale district, was made this afternoon by his son Roy Condie, who was a witness to the accident.

The accident was described by Roy who with three other men, were at the crossing when the fatality occurred. All five were engaged in wood cutting on the farm and were returning home for lunch, Roy Condie, Harvey Condie, Ambrose Halliday and H. Woodridge in a motor car while George Condie rode on horseback beside the car.

Knowing that the train No. 19 was due, the party halted at the private crossing and waited for it to pass when the horse on which George Condie was riding suddenly became frightened by the approaching train and dashed onto the track just as the speeding locomotive swept by.

Neither John Muldoon, engineer, or Roy Graham, fireman on No. 19, knew anything of the accident until the train pulled into Smiths Falls a few minutes later. The body was removed by a local undertaking parlour after coroner Dr. P.C.L.B. Stammers had arrived.

04/04/1930 *Ottawa Journal* *Winchester* *Rosedale*

Attach no blame in Farmers death.

Inquest is held into fatality after horse's dash into train.

Smiths Falls, Ont., April 3. - A coroner's jury, empanelled to inquire into the death of George Condie, well-known Rosedale farmer who was instantly killed yesterday afternoon when his fear crazed horse dashed onto the railway track at a private crossing directly in front of the speeding Montreal-Toronto train tonight returned a verdict of accidental death at the inquest. No blame was attached to anyone.

Ambrose Halladay, Harvey Condie, Roy Condie and H Woods, eyewitnesses of the fatality, and John Muldoon and E.G. Graham, engineer and fireman of the train were the witnesses heard.

Halladay and the two Condie's and Woods also stated that the victim had been riding on horseback and had stopped his horse at the private crossing when the whistle sounded. The horse apparently grew frightened as the speeding train drew nearer and suddenly leaped onto the track directly in front of the locomotive. John Muldoon, the engineer stated that he knew nothing whatever of the accident until his train pulled into the Smiths Falls yard. A yard brakeman whose duty it was to change engines gave him his first notification of the tragedy when he told him there was a dead man lying upon the pilot. Graham, the fireman also knew nothing of the accident until notified at Smiths Falls. Coroner Dr. C. L. B. Stammers presided at the inquest and the jury was composed of T.E. Foster, foreman, O.C. Abbott, C.S. Belles, J.E. Burns, J.A. Cameron, F.C. Clayton, S.B. Phillips and J. F. Montgomery.

25/08/1930 *Ottawa Citizen* *Winchester* *Deeks*

Fell Off Work Train

BROCKVILLE, Ont. Aug 23 - Doior Montroy, an employe of the Grenville Crushed Rock Co., at Deeks, fell off a work train and his left leg was struck by a wheel of the car. A Kemptville doctor was called to the scene of the accident and gave young Montroy first aid. It was first found his leg was badly crushed above the knee and his right heel also badly injured. He was conveyed to Smith's hospital and an effort is being made to save the young man's leg. Montroy is the son of Charles Montroy, section foreman, C.P.R. at Swan

27/08/1930 *Ottawa Citizen* *Winchester* *Chesterville*

Chesterville Man Instantly Killed By Train

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

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

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

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

16/10/1937 *Ottawa Citizen* *Winchester* *Apple Hill*

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

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

Railway honours Chesterville boy for his alertness.

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

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

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

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

Main line blocked by derailment

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

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Three dead, six injured.

Fast moving freight jumps tracks, plows into passenger train

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

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

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

Engine Bowled Over.

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

The Dead are:

F. Plate, engineer, Smiths Falls

W. Plunkett, fireman, Smiths Falls.

W. Maxwell, section foreman, South Mountain.

The Injured.

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

Crushed to Death.

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

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

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

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

Broken Axle Blamed.

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

Making Scheduled Stop.

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

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

Smashed Like Matchwood.

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

Tracks Torn 300 Feet.

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

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

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

The crew of the passenger train. No. 29, en route from Montreal to Perth, was: Engineer F. Plato, Smiths Falls; fireman, W. Plunkett, Smiths Falls; conductor, H. Guppy, Smiths Falls; baggageman, T. Gorman, Perth; trainman, C. Riley, Perth; express messenger, F. O. Forrester, Perth; mail clerk, H. Slack, Smiths Falls. The eastbound freight train, which was an extra, No. 2804, from Smiths Falls to Montreal, had as engineer, R. Allport; fireman, H. Code; conductor, E. Crate; trainman, H. Merkley, and in charge of the freight, S. Shook. All are of Smiths Falls. There were 66 freight cars in the train.

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

Heard the Crash.

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

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

Badly Burned.

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

Thrown to Ground.

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

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

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

Among the Injured.

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

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

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

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

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

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

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

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

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

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

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

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

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

Transient's Close Call.

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

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

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

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

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

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

More

23/09/1941 Ottawa Citizen Winchester Smiths Falls

Perth trainman's death accidental

Smiths Falls, Sept 23.

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

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

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

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

21/10/1943 Ottawa Citizen Winchester Chesterville

Mrs. T. Cowan Killed By Train at Chesterville

Mrs. Thomas Cowan, wife of the station agent at Chesterville. was killed early this morning when she was hit by a west bound freight trstn a few yards from her home.

In illhealth for some time. Mrs. Cowan was in her late fifties. She came to Chesterville two years ago when her husband was appointed station agent. They have no children.

Coroner Thomas Hamilton of Brinston was called and Constable Garrett McLean is investigating. It has not been decided whether or not there will be an inquest. Funeral arrangements have not been completed.

08/03/1945 Ottawa Citizen Winchester Smiths Falls

Smiths Falls man in critical condition.

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

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

Six Killed in Chesterville Car crash

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

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

Inquest To Be Held

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

Was on Leave

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

Mr. Beckstead is survived by on son, Cecil.

Those identified were:

Harold Beckstead, 52, farmer, Chesterville;

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

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

Omer Groulx, 25, Chesterville.

Earl Ouderkirk, 25, of Berwick.

Pauline Seguin, 20, Chesterville.

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

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

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

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

Beckstead, Harold Ouderkirk, and the yet unidentified man.

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

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

Seventh Person Escaped Fatal Accident

Funeral Rites for Victims Arranged

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

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

Thorough Probe

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

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

Double Service

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

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

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

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

Hit by Freight.

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

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

Only Witness.

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

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

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

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

Awakened by Noise.

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

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

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

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

Changed Plans

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

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

Well Known Farmer

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

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

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

Two men killed by train near Merrickville.

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

Train rerouted

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

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

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

27/06/1947 *Montreal Gazette**Winchester**Smiths Falls*

STATION OPENED AT SMITHS FALLS

Canadian Pacific Railway Inaugurates New Building of Modern Design

(Special to The Gazette)

Smiths Falls, Ont., Opening of the new Canadian Pacific Railway station here today was cited by N. R. Crump, vice-president and general manager of eastern lines for the company, as an example of how the comopany is constantly improving its services.

The glistening new station was opened officially by Mayor J. A. Wood of Smiths Falls.

"Any industry today," said Mr. Crump, "cannot hope to survive without modernizing its equipment and practises. You have right here an example of what the Canadian Pacific is trying to do in this respect."

He referred to tne new station and to a train of the most modern C.P.R. cars, including a coach, diner, sleeping car, parlor car and baggage car, which was inspected by more than 500 citizens of Smiths Falls before formal opening of the building.

Attending the ceremony as representatives of the C.P.R. with Mr. Crump were W. F. Tully,, Montreal, general superintendent of the Quebec district, E. C.

McKay, Smiths Falls, superintendent of the Smiths Falls Division who acted as chairman, and A. B. Smith. Montreal, general superintendent of the sleeping, dining and parlor car department who superintended the fixing of the new station restaurant.

28/02/1948 *Ottawa Citizen**Winchester**Mountain*

Father, Daughter Die In Crossing Accident

Ivan Christie, 64-year-old bailiff of Mountain, Ont., and his daughter, Shirley, teacher at an Ottawa school beginning a weekend visit home, were fataaly injured when their car was struck by a fast CPR Mountain-bound freight train at Mountain station shortly after eight o'clock last night.

Mr. Christie died almost instantly and the injured young woman was rushed to the Ottawa Civic hospital where she died early this morning.

The local passenger train on which Miss Christie had travelled from Ottawa, pulling away from the station, prevented Mr. Christie from seeing the freight train approaching from the opposite direction. He was following another automobile over the crossing when the train hit his car midway along its right side.

Miss Christie was a teacher at Elgin street school. Charles A Christie, teacher at Nepean High school, is a son of the dead man.

As soon as his daughter entered the car after alighting from the train. Mr. Christie drove away from the station, close behind an other automobile. Both cars waited for the passenger train to move west over the ciassing on the north track. The first car crossed the double tracks safely but Mr. Christie's car was struck by the castbound freight, on the south track.

Carried 300 Yards

With both occupants still inside, the car was carried a distance of 300 yards before the train could be stopped. When witnesses reached the wrecked automobile, Mr. Christie was dead. His daughter was found in the back seat but her shoes were picked up alongside the tracks between the crossing and the wreck.

The car had to be removed from the tracks by a towing truck before the train could proceed.

Ontario Provincial Constables G. E. Code and E. Wellsley, of the Morrisburg detachment, made the police' investigation. Dr. C. R. Marcellus. of Iroquois, county coroner, was summoned to the scene.

22/08/1949 *Ottawa Citizen**Winchester**Smiths Falls*

Smiths Falls Scene Of Derailment

SMITHS FALLS Operations in the Canadian Pacific yards here were disrupted for more than two hours early yesterday evening, when four fully loaded freight cars were derailed just past the entrance to the yards. Although the cars and freight suffered extensivve damage, no one was injured.

The four cars, in the process of being shunted into the yards, had gained considerable momentum, when the leading car jumped the tracks dragging the other three from the rails. All four cars crashed on their sides and split open, showering more than a quarter mile area with debris.

Hundreds of town residents rushed to the scene and watched the wrecking crews brought into operation, a large crane, which slowly but efficiently removed the wreckage from the tracks.

The Ottawa to Toronto train, which stopped over in Smiths Falls, was just preparing to get under way, when the accident occurred, and was forced to wait for two hours. The Brockviile to Ottawa train was re-routed and arrived on schedule.

CPR officials could not say for certain just what caused the derailment, but is is believed that the cars split a switch on entering the yards.

14/01/1950 *Ottawa Citizen**Winchester**Chesterville*

Special To The Citizen

CHESTERVILLE Donald Fyke, 29, was Instantly killed here early yesterday evening when the car he was driving north tin Highway 43 was struck by a fast travelling, westbound special CPR train.

The train, described as "the second 35 CPR special passenger" was said by police to have been travelling approximately 60 miles an hour at the time of the accident. The force of the impact hurled the car a distance of 49 feet, and the body was found 200 feet west of the level crossing. The car was a total wreck.

The level crossing "wigwag" warning was also carried away by the accident.

Cause of the accident was thought by police to have been a heavy rain which was "sheeting down" at the time, obscuring vision and turning .roads into a mass of ice.

Fyke was carried to the home of Mrs. Lyle Marcellus around 7 p.m. where he was pronounced dead by Dr. H. W. Justus.

This was the same crossing where five people were killed in a train car collision on Oct. 5, 1943.

Coroner C. A. Loudon, of Morrisburg, has been notified but it is not yet known whether an inquest will be held. Const. Gordon Jack of the OPP Investigated.

Man Falls From Train

Special To The Citizen

WINCHESTER George Jennings, 35, of Winchester, who toppled through an open door of a moving train last night, is now resting comfortably in the Memorial Hospital here.

Jennings was riding home on a special train from Smiths Falls when he lost his balance and plunged through an open door between two coaches. The train had just passed through Merrickville and had not regained full speed.

The accident occurred shortly before midnight. Jennings and a party of friends had been in Smiths Falls to witness a hockey game between Inkerman and St. Pat's.

Jennings had told friends he was going to "step outside for a breath of air," and was not missed until the train had gone six miles beyond Merrickville.

Search Instituted

A hurried search of the coaches resulted, then the train was stopped and a search party sent back over the rails. They later found spots of .blood, and the missing man's hat and scarf.

Jennings in the meantime managed to stagger to a house near the tracks where he was given shelter. Dr. R. G. Bell, of Merrickville, was called and gave the injured man medical aid. He then drove Jennings to his home in Winchester and notified Dr W. M. Byers.

Dr. Byers had Jennings taken to the Winchester Memorial Hospital. His injuries although painful, are not considered serious.

19/04/1950 *Ottawa Citizen**Winchester*

Train Hits Automobile

By Staff Reporter SMITHS FALLS Two brothers, Harold and John Saunders, of Franktown, escaped death early this morning, when the car they were driving became lodged between the tracks at the crossing between Montague and Elmsley townships, about one mile from here.

The two were heading in the direction of Montague when they decided to turn around and come back to Smiths Falls. They had not cleared the tracks and the car caught in the rails. John came to Smiths Falls to obtain a wrecker and the other brother remained at the scene. The westbound freight from Smiths Falls to Toronto happened along 'several minutes later colliding with the car.

When John returned to the scene, his brother was missing and for over three hours it was feared that he was killed in the crash. After a frantic search it was found that he had got on one of the coal cars of the freight train, which he thought was going to Carleton Place and as a result ended up in Glen Tay, from where he took a taxi to Carleton Place.

Provincial Constable A. Scott of the Perth detachment, investigated the accident. The car was completely demolished.

22/08/1950 *Ottawa Citizen**Winchester**Smiths Falls*

SMITHS FALLS This important CPR divisional point, busy at all times both day. and night is, as one railway man put it, "silent as a graveyard."

The last freight train from Montreal pulled into the station at 10 o'clock this morning and in railway slang "died". This was the last train to move in or out of the area and more than 1,000 cars are sitting tight on the 30 miles of railway track in the yard.

Over 1,000 people in Smiths Falls and immediate district are employed with the CPR, in the town itself.

Passenger cars are locked, freight cars sealed, and the locks are turned in the station restaurant, and other public facilities. A. H. Stott, of the CPR investigation department, is in charge of the terminal.

There are no pickets.

No work is being done without orders from the superintendent, E. C. McKay. He was at his office from 5 o'clock this morning until 10.15 a.m. when he left for uptown with two company officials.

From the car shops no smoke can be seen vomiting from the huge smoke stack. The only sign of life around the station and the yards are small groups of men talking quietly about the strike.

One official told The Citizen that they are a splendid body of men and he further added that no untoward action will be tolerated by the unions or by the company.

A union meeting was held in uptown Smiths Falls this morning to inform the men of their strike pay rates

01/09/1951 *Ottawa Citizen**Winchester**Monkland*

Two Brothers Die in an Early Morning Crossing Accident

Special To The Citizen CORNWALL Two brothers from St. Andrews, a small farming community five miles north of here, were killed instantly early this morning when their automobile was struck by a speeding CPR Montreal-Toronto overnight express at a level crossing, two miles West of Monckland.

Dead are: Lawrence Maloney, 23, and his brother, Hugh Patrick Maloney, 30, both residing on the family farm at St. Andrews.

Thrown 150 Feet

Their car, struck dead center by the heavy locomotive, was carried 150 feet before being tossed onto an embankment.

Hugh Patrick Maloney was pinned under the vehicle, while his brother was tossed clear. The car was wrecked completely,

They are survived by their father, Ambrose Maloney, seven brothers and two sisters. The car carrying the two brothers apparently was travelling south, on the Delaney sideroad leading to Highway 43 which, crosses the CPR mainline about two miles west of Monckland. Monckland is 12 miles north of Cornwall.

The train was the third section of the overnight passenger express from Montreal to Toronto. Two other sections had preceded the special section some time earlier.

After striking the car. the train ground to a stop 2.000 feet west of the crossing. Its crew consisted of Conductor M. A. Lyn, Engineer Gordon Graham and Fireman H. Hyland, all of Smiths Falls.

The two crossing victims lived at home but were employed at the Howard Smith paper mill in Cornwall.

11/07/1952 *Ottawa Citizen**Winchester**Smiths Falls*

Railroader Is Killed

By Staff Reporter

SMITHS FALLS Crushed between a baggage car and a backing engine of the Canadian Pacific Railway's Ottawa-Toronto train No. 23, Glen Davisson, 36-year-old yardman from Unity, Sask., was instantly killed at 2.30 o'clock this morning near the Smiths Falls station.

The accident occurred while cars of the passenger train were being switched from one track to another during a one-hour stop-over. Davisson reportedly had signalled the engine to back and pick up the front section of the train for the transfer operation.

The engineer was Raoul Andre, and the fireman was Keith Burnett, both of Smiths Falls.

The upper part of Davisson's body was jammed between the buffer and couplings as the engine met the first car. He was pronounced dead by Dr. Arthur B. Murphy.

Inquest Opened

A coroner's jury was impanelled this morning under instructions from Coroner Dr. J. J. McGuire. The jury viewed the body at the Amy Funeral Home at one o'clock this afternoon, but the date of the inquest had not yet been set.

Green Valley Schoolgirl Killed At Level Crossing
Special To The Citizen ALEXANDRIA

An eight-year-old Green Valley school girl, Bertha Lalonde, died In Cornwall's Hotel Dieu Hospital early last evening of multiple skull fractures suffered when he was hit by a westbound CPR freight train at the Green Valley Highway 34 level crossing.

She was a daughter of Mr. and Mrs. Jean Paul Lalonde, Green Valley, located about three-and-one-half miles south of Alexandria.

Ontario Provincial Police Constable R. A. Hood of Lancaster, who investigated, said it was believed that the girl was running home from school along Highway 34, when the accident occurred.

Bertha was a pupil of Green Valley Separate School, which lies south of the crossing. Her home was north of the CPR's Montreal Toronto main line.

Was Hastening Home

It was shortly after four o'clock when the little girl was hastening home, all alone, that the accident happened.

Although the crossing is protected by wig-wag warning signals and a bell, apparently the youngster thought she could cross the tracks before the train, which was in the care of Engineer E. P. McReynolds, Smiths Falls.

The girl's body was thrown to the side' of the tracks. A neighbor, a Mr. Menard, was summoned, and he rushed the girl to Cornwall in a station wagon.

She died a few minutes after reaching the hospital, where Dr. L. A. Caldwell diagnosed her injuries.

The little girl was one of five children in the Lalonde family, long-time residents of Green Valley, where Jean-Paul Lalonde is employed by the Menard Construction Company.

Besides her parents, she leaves one brother, Marcel, and three sisters, Marie, Denise and Vivienne.

06/04/1953 *Ottawa Citizen**Winchester**Smiths Falls*

Badly Hurt In Train Yard

By Staff Reporter SMITHS FALLS Thirty-even-year-old Stanley Powers of 53 Robinson Avenue was admitted to the Chambers Memorial Hospital early Sunday morning following a mishap In the CPR yards here that took his right leg and left foot from him. Powers is reported to be in "fair condition."

Police said Powers was crossing the CPR tracks at the west end of the station platform near the Victoria Street foot subway when the mishap occurred at 3.25 a.m. as he was on his way home.

No. 89, a CPR freight train from Ottawa, was entering the Smiths Falls yard and had stopped while a switch was being thrown. Powers was reported to have been climbing through the box cars when the train started to move. It is believed he was thrown beneath the wheel. His right leg and left foot were severed.

In charge of the train were Conductor J. T. Beckton and Engineer George Geenham, both of Ottawa. Powers was noticed by the train crew and taken to Chambers Memorial Hospital. Dr. R. J. Walker is attending physician. Powers is not a CPR employe. CPR Constable Frank Cooper and Smiths Falls Potlce Sgt. Harold Campbell and Const. Abe Martens investigated.

11/01/1954 *Ottawa Citizen**Winchester**Finch*

Farmer Killed By Train At Finch Level Crossing

FINCH (Special) A retired farmer was killed and his son injured early this morning when their car was struck by a train at a level crossing near here.

Dead is Emmanuel Forget, 60, who was hurled from the car and killed instantly. Now in Hotel Dieu Hospital, Cornwall, suffering from a fractured shoulder and serious cuts and bruises to the face and head is his 18-year-old son, Marcel Forget.

The car was hit by the CPR passenger train, to Montreal as it passed through the north side of this village about 6.30 a.m. The Forgets live a mile west of St. Albert on the Ninth Concession of Cambridge Township, about 11 miles from Finch. Finch is about 50 miles from Ottawa, 27 miles from Cornwall.

Frosted windows and the fact that all windows of the car were closed due to the intense cold were believed to have been contributory factors in the accident.

Signal Operating

The Forget car was hit by the second section of the fast train. Crew members reported that the double flasher lights and warning bells were operating as the train approached the crossing. The road was County Road No. 12.

Dr. J. G. MacLeod, of Finch, attended.

The injured Marcel Forget was taken to hospital by Kenneth Hanna, a Finch area farmer for whom Marcel Forget worked. Provincial Constable Ray Reid, of Cornwall, investigated. No decision has yet been made on an inquest. Dr. J. M. Pollock, of Avonmore, is coroner. Members of the train crew, all from Smiths Falls, included Engineer E. McReynolds. Fireman F. Moore and Conductor I. Arnold.

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28/01/1954 *Ottawa Citizen**Winchester*

Train Rips Snowplow

WINCHESTER (Special) Two men escaped injury early today when the Ontario Highways Department truck and plow they were operating was struck by an, eastbound CPR freight at a Highway 31 level crossing at Winchester Station. The men were Owen Jones, 46, of 1305 Wellington Street, Ottawa and Edward Armstrong, 23, of Vernon, Ont.

The accident occurred about 3 45 a m. and held up traffic for approximately .three hours.

23/02/1954 *Ottawa Citizen**Winchester**Monkland*

Monckland Man Has Close Call

CORNWALL, Ont., (CP) Seconds .after Roy Renwick, 22, of Monckland leaped from a stalled car two miles east of Finch Monday it was demolished by a speeding westbound Canadian Pacific Railway passenger train bound from Montreal to Toronto. Pieces of the car were scattered along the right of way. Finch is 20 miles west of Cornwall.

04/03/1954 *Ottawa Citizen**Winchester**Chesterville*

Freight Car Fire At Chesterville

CHESTERVILLE (Special) A small fire in a freight car on a CPR train passing through here on the way to Montreal resulted tn the car being left in the siding here and members of the Chesterville Volunteer Fire Brigade being summoned. The car, en route from Fort William, was loaded with empty beer bottles.

Veteran CPR Engineer Praises Diesel Engine

By Pat Stevens Citizen staff Writer

SMITHS FALLS When the first diesel-powered passenger train rolled into Smiths Falls last March 13, the man in the driver's seat of the giant, spanking-new locomotive was William Henry (Harry) Weese, veteran Canadian Pacific Railway engineer with more than a half-century of service behind him.

Only the day before he made the first diesel run on "Second 2" from Trenton, Harry Weese had received a 50-year-long service pass at a Toronto ceremony. the 31st such award in his company's history.

Year To Go

Mr. Weese retires next March 5 with just one regret that he can't start all over again now the diesel has come of age.

Since he joined the CPR on May 24, 1903. Mr. Weese has piloted all types of steam engines. He has literally grown up with them. But if he suffers any pangs of nostalgia about the passing of the age of steam, they don't show when he starts talking about the new diesel engines.

"The diesel has the steam engine beaten a mile on Sunday," he will tell you. "They are as different as night and day. The diesel gives you better observation, more comfort, easier handling. It's clean and silent."

Life's Dream

Mr. Weese has wanted to drive diesels ever since they started making their appearance on the continent's railroads. Now that he has done it, he wants to stay with diesels until he retires.

It seems likely he will. His regular run on the Montreal-Toronto passenger train through Smiths Falls is also diesel-powered now.

Looking back over his 45 years as an engineer on steam locomotives, he can sympathize with the Italian fireman who threatened to leave the cab of his engine in 1928 because the job of firing the steam boiler was too tough.

Mr. Weese recalls he was able to change the fireman's mind only because the train was stopped at an isolated station at the time and the only quick way out was on that same train. The fireman stayed and in fact was still on the Job when the automatic stoker relieved him of hand-firing chores

Father Killed Mr. Weese started with the CPR as a call-boy in his home town of Havelock, Ont., when he was 13 years old. Five months later, his father, also a CPR employe. was killed in an accident in the Havelock yards.

In 1906, the junior Weese moved up as a fireman and three years later became an engineer. Since then he has worked out of several Ontario centers, coming to Smiths Falls in 1934.

He was married in 1925 at Trenton to the former Verna Florence Kirkham who passed away in 1939. He has two sons, Edward, working in Smiths Falls, and Lloyd, a student at The Grove prep school in Lakefield, Qnt.

Mr. Weese has enjoyed every year of his career. It has been free of any major accidents and he recalls it as largely uneventful.

Some of his happiest recollections are the visits made by celebrities to the cab of his engine after trips. He numbers Henry Ford among these visitors. The meetings were pleasant because the distinguished passengers and Engineer Weese enjoyed the same immediate interest - trains.

17/10/1955 *Ottawa Citizen**Winchester**Riviere Beaudette*

City Typist Describes Close Escape

Jacqueline Carriere, a passenger in the car which derailed the Toronto-Montreal express train at Riviere Beaudette last night told The Citizen today that she and her two companions had no time to warn the train to slow down and that the collision occurred when the train was travelling nearly full speed.

Miss Carriere, 24, a typist for an insurance firm here, said she was "just going for a drive yesterday with Gerald Sincennes, 25, of 89 Marier Road. Eastview. and Fernand Parent, 26, of 137 Beechwood Avenue. The trio started the drive in Ottawa, had been through Hawkesbury and were swinging back to Ottawa after visiting friends.

The car "just stopped on the tracks," she said. The girl did not remember whether it had stalled or run out of gas, and the shock of her narrow escape obviously was still obscuring technical details.

She told The Citizen that when the vehicle would not go. she and Parent tried to push it but the train was roaring down on the crossing and the trio just had time to get out of the way.

They stayed at the scene until midnight she said, then telephoned Sincennes' brother Aldege in Cornwall to come down to the scene and take them back to Cornwall. They returned to Ottawa this morning.

Miss Carriere said she remembered the crossing was lighted and that there was a warning sign there.

18/10/1955 *Ottawa Citizen**Winchester**Riviere Beaudette*

Five Remain In Hospital After Wreck

MONTREAL (CP) Five persons remained in hospital today as a result of the derailment Sunday of nine cars of a CPR- CNR pool train at Riviere Beaudette, Que., 45 miles southwest of Montreal.

Seven of the 12 passengers admitted to hospital have been released. Hospital authorities in Cornwall, Valleyfield, and Montreal said the condition of the remaining patients is good.

13/12/1955 *Ottawa Citizen**Winchester**Green Valley*

Obedient Railway Signal; Train Didn't. Car Ruined

ALEXANDRIA (Special) Rolland Cholette, Alexandria, won't trust railway crossing wigwags anymore. But he did on Monday. As a result his 1955 Lincoln is a complete wreck.

Obediently he stopped at the Green Valley crossing on Highway 34 as the wigwag signalled the approach of a train on the CPR mainline.

As soon as the train, which was shunting on a siding, passed by, the wigwag stopped swinging. Mr. Cholette started forward right into the path of a freight car which had come off the train and was rolling after it.

Although the automobile was wrecked, no one was injured. Mr. Cholette was driving with his son, Ronald, and Miss Micheliene Rouette, on the way back from Cornwall, where the car had been in a garage for repairs

OPP Constables Ross McMartin and Corporal J. P. Laperriere of Lancaster investigated the incident.

Car Struck By Freight, Two Killed

INKERMAN (Staff) , Two men were killed instantly at 10 am. today when their early model car was struck by a fast-travelling CPR diesel freight at the station here and carried more than half-a-mile down the right-of-way.

The victims are 65-year-old Colin Wyatt, of Mountain Station, and James Carter, 19, of Iroquois.

An eye-witness, Bernice Allison, of Inkerman, who was loading grain at a siding less than 200 feet from the scene of the tragedy, said the two occupants of the car seemed to be frozen with fear as their car stalled on the tracks.

Long Blasts

He said the train's whistle blew long blasts for close to half a minute before the crash but the two victims didn't move.

"I yelled at them too, trying to get them to jump out. They didn't hear me. They were just frozen in their seat," Allison said.

The car was northbound on County Road No. 6 and was approaching the station where Wyatt was to meet his son, Cpl. Lawrence Wyatt, coming in from Petawawa military camp.

The freight, travelling east at the time, hit the car with such impact that parts of the vehicle were welded to the nose of the locomotive. The car was a complete wreck.

Engaged

Carter, a rating in the Royal Canadian Navy, was home for the holidays. He was engaged to be married to Wyatt's daughter, Shirley, and had spent a few days at the Wyatt home.

Mr. Wyatt was thrown from the car by the force of the impact but rescuers had to use acetylene torches to pry Carter's body out of the vehicle.

The young man was the son of Mr. and Mrs. Clarence Carter of Iroquois.

40 Miles An Hour

Lucien Nadeau, of Smiths Falls, engineer on the train, said the freight was roiling at about 40 miles per hour at the time of the accident. The train conductor was G. Baxter also of Smiths Falls.

Fast Train Moves Girl To Hospital

SMITHS FALLS (Staff) A critically injured five-year-old Smiths Falls girl was taken by train to Montreal Neurological Institute today. Wendy Banford sustained severe internal brain hemorrhage suffered when she was knocked down by a panel truck here at 2.30 yesterday afternoon. The child is a daughter of Mr. and Mrs. Alex W. Branford, of 1 Churchill Crescent.

The arrangements for her transfer to Montreal were made by Dr. J. A. McCue, attending physician. The Canadian Pacific Railway provided a special compartment on its fast morning train.

Wendy was accompanied by a registered nurse, Mrs. Harold (Betty) Kennedy, of the staff of Smiths Falls and District Public Hospital.

Police said Wendy was injured when she ran across Queen Street towards her father's grocery store into the path of a southbound truck operated by Dick Moss, 20, of 20 Beckwith Street South.

Dr. McCue said the child also suffered severe shock and two fractured ribs. It was Dr. McCue who was flown by helicopter last March to the doors of the Montreal hospital with a Franktown boy who also had a brain injury. The boy's life was saved.

No Injury As Train Strikes Truck

AVONMORE A bread salesman, who makes his rounds thrice weekly in this community, had a close brush with death this week as his truck was struck by the Canadian Pacific Railway morning passenger train at a level crossing, midway between Avonmore and Monklands. Gordon Ross, of Newington was proceeding north on the township road when the accident occurred.

The train, which had left the Avonmore station only a few minutes before, struck the truck which had just started across the track. The radiator and the fenders were torn away and carried down the track. Damage to the truck was estimated at \$400.

Mr. Ross said that, some evergreens and long grass obstructed his view of the approaching train but he applied his brakes the moment he saw the train.

The accident was investigated by OPP from the Cornwall detachment.

Three Have Narrow Escape When Train Hits Car

Morrisburg - Three persons escaped injury when their automobile was demolished by a CPR passenger train Sunday evening two miles west of Chesterville.

Occupants of the car were Denis Dufresne of Lancaster the driver, and Mr. and Mrs. Ronald Boudreau of Cornwall.

They had been travelling east on highway 43 toward Cornwall when the automobile stalled on the CPR tracks west of Chesterville.

The party attempted to push the car off the tracks when they heard the train approaching.

They ran to safety and saw the train crush the car into fragments. It was the CPR passenger train running from Smiths Falls to Montreal.

The train was delayed about an hour while the track was cleared. Damage to the locomotive was slight.

Constable E.J. MacDougal, Morrisburg detachment of the Ontario Provincial Police investigated.

Train Taking Fans To Game Hits Auto - Two Farmers Die

INKERMAN (Staff) Two well known Mountain district farmers were killed early this afternoon when their car was struck by a Toronto-bound CPR train at the Van Camp level crossing about two miles west of here. Inkerman is about 30 miles southwest of Ottawa.

Dead are:

Andrew (Dick) Bolton, about 50, of Van Camp.

Lyll Levere, 35, of RR No. 1, Mountain.

Their car was carried almost 100 yards along the railway right-of-way by the CPR's No. 35 diesel powered passenger train that carried a large number of happy football fans to tomorrow's Grey Cup game in Toronto.

The tragedy occurred about 12.40 p.m. on a country road midway between Inkerman and Mountain, the first scheduled stop of the train that had left Winchester, seven miles to the east, at 12.35 p.m.

Travelling 60 MPH

The station agent at Winchester, Robert Ledgerwood, estimated that the train have been travelling between 50 miles and 60 miles per hour at the time of the collision.

Bolton and Levere, believed to have been the only occupants of the car, were killed instantly. The auto was demolished.

Lorne Dixon, station agent at Mountain, told The Citizen that the Toronto-bound train was delayed about one-and-a-half hours. The engineer on the diesel locomotive, Roy Allport, of Smiths Falls, and the fireman, believed to be P. Andre, also of Smiths Falls, were unhurt.

Nearby residents said that there was adequate visibility at the approach to the level crossing. A "railway crossing" sign was situated at the approach.

Life-Long Residents

The bodies were taken to the Lorne Armstrong Funeral Home, South Mountain.

Members of the Morrisburg detachment of the Ontario Provincial Police investigated the mishap.

03/01/1957 *Ottawa Citizen**Winchester**Smiths Falls*

ALL QUIET AT SMITHS FALLS

The scene above in the front of the passenger station at the Smiths Falls CPR depot Normally lined with taxis at the time the picture was taken an hour and a half after the strike deadline, the area was free of all but one car. CPR police stood guard inside the lighted waiting room. On the right, the huge sprawling marshalling yards behind the station are a strangely quiet scene in this normally busy divisional point. Ordinarily the yards see over 50 passenger trains a day along with the same number of freights and 20 yard engines. Smiths Falls provides work for 1,800 CPR employes, all of whom are out of jobs except the express and telegraph staffs. Photo by Fred Gorman

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

May permit moving of CPR freights.

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

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

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

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

Striker in crew.

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

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

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

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

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

Need Not Urgent.

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

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

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

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

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

Accompanied by a photo with the following caption:

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

13/04/1957 *Ottawa Citizen**Winchester**Avonmore*

May Protest Move By CPR To Cut Trains

AVONMORE (Special) Residents of Avonmore and district will have an opportunity to protest the CPR's application to withdraw trains No. 29 and No. 30 on the Montreal-Smiths Falls run, when the Board of Transport Commissioners meets here on the morning of April 16.

The hearing, which was asked for by the Avonmore and District Chamber of Commerce, will be held in the CPR station. .

03/05/1957 *Ottawa Citizen**Winchester*

Smiths Falls Fails To Get Trains Back

SMITHS FALLS (Staff) The discontinuance of two passenger trains operated daily by the Canadian Pacific Railway between Smiths Falls and Montreal was not opposed by the Board of Transport Commissioners.

In a telegram received by directors of the Smiths Falls Chamber of Commerce yesterday, the board stated that its investigation "did not disclose sufficient reasons" to warrant asking the CPR to keep the "unprofitable" trains in service.

The trains, Nos. 29 and 30, were discontinued on April 28 except between Vaudreuil and Montreal. The Chamber of Commerce was among civic groups protesting the move. The municipal council and Retail Merchants Association also filed objections.

Man Killed When Auto Rams Train

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

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

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

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

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

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

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

First on the scene was George Pitschke, 43, who was enroute to Smiths Falls with a load of milk. He saw the freight stop, an unusual occurrence, and investigated. "I saw only one man, and he was bleeding. All I could do was get a doctor called," he said.

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

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

Merrickville Constable Mathew Hayes investigated.

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Merrickville Constable Mathew Hayes investigated.

From Bruce Chapman CPR #2462 was on train 24.

Driver Dies When Train Hits His Car

CHESTERVILLE (Staff) A level crossing smash marred the start of Safe Driving Week in the Ottawa district when a lone motorist was instantly killed last night on Highway 43 two milea west of Chesterville.

He was tentatively identified as Emile Worm of Stratford, Ont.

In the midst of the season's first heavy snowstorm, the northbound auto was hit by a CPR passenger local travelling from Smiths Fall to Montreal The mangled wreckage was carried nearly half-a-mille along the track.

The engineer on the train wa Roy G. Allport of Smith Falls.

The motorist's body was viewed by coroner Dr. W. M. Byer of Winchester, and removed to the Vice and Craig Funeral Home in Winchester.

The accident was investigated by Constables E. J. McDougall and Herbert Meyer of the Morrisburg detachment of the Ontario Provincial Police.

Fire Wrecks Train Coach

SMITHS FALLS (Special) Smiths Falls firemen were called out in sub-zero weather this morning to fight a stubborn blaze in the buffer coach of CPR train No. 21 in the yards near the William Street crossing. It was extinguished after a three-hour fight.

The fire apparently started from a heater which employes had lighted to boost the heat in the car. The fire started while the train was in the vicinity of Rosedale, some four miles east of Smiths Falls, and crewmen succeeded in getting about five pass-holding passengers into another car. No regular passengers were riding in the coach at the time.

The train, second section of the Montreal-Toronto No. 21, arrived in Smiths Falls at 2.20 this morning and the burning coach was shunted to the section of the yard where firemen were called to fight the blaze.

The interior of the coach was almost gutted and CPR officials hesitated to place any actual damage figure although they indicated the car would probably be scrapped.

Car Crash Into Train Kills Man

KEMPTVILLE (Special) - Unable to swerve or stop in ice-coated ruts, an Oxford Mills man died instantly last night when his car skidded into a CPR freight near Swan Station, 40 miles southwest of Ottawa.

Weldon Pominville, 23, of RR 1 Oxford Mills, was thrown from the auto and carried 250 feet down the track by the Toronto-Montreal train.

Edith Bradley, 17, of North Cower and Raymond Forsythe, 21, of PR 1 Oxford Mills, passengers in the vehicle, suffered minor injuries.

They told police that Pominville saw the train but could not brake or swerve because of the condition of the road.

The accident happened on a sparsely travelled township road, about 11.30 p.m. Police said the , crossing is at the bottom of a slight incline and is marked by X-standard warnings at the tracks and several yards before.

3 train robbers at large.

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

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

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

Tossed out cases.

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

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

06/08/1960 *Ottawa Citizen*

Winchester

Smiths Falls

Man Killed By Sliding Train Door

SMITHS FALLS (Specral) - A 34-year-old man, believed to be from the Chesterville area, died In hospital here Friday, nearly ; 24 hours after he was crushed by a sliding box-car door in the Smiths Falls yards of the Canadian Pacific Railway.

Glen McMillan, of no fixed address, was travelling to the tobacco fields of Southern Ontario, aboard the box car, with another man, Joseph Martin, 35, of Moose Creek area, when the accident occurred.

Martin told CPR police the victim had been leaning out of the open door when the train suddenly lurched forward, releasing the heavy door which subsequently slammed closed on McMillan's head and neck.

He was transferred to public hospital where he was treated by Dr. R. J. Walker for severe head injury and shock. He died about 4. a.m. Thursday. Neither man was employed by the railway company.

CPR Constable Frank Cooper is investigating the fatal accident.

18/12/1961 *Ottawa Citizen*

Winchester

Finch

Car Hits Train

A 21-year-old woman from Crysler, Ont., is a patient in Winchester hospital with severe head injuries when the car she was driving smashed into a Montreal-to-Toronto train at Finch early Sunday morning.

Injured was Liette Bourgeois, who, police said, accidentally drove her car into the passenger train at the level crossing in Finch.

Police said Miss Bourgeois, who was alone in the car at the time, was travelling north through Finch and, after stopping her vehicle to let an east-bound train pass through, drove her car into the CPR westbound passenger train on the other track.

Dr. J. G. MacLeod, of Finch, was called to the scene and arranged to have the injured woman taken to Winchester hospital. The car was demolished from the impact.

03/07/1962 *Ottawa Citizen*

Winchester

Green Valley

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

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

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

09/04/1963 *Ottawa Journal*

Winchester

Smiths Falls

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

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

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

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

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

21/02/1966 *Ottawa Citizen*

Winchester

Train bumps car on track

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

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

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

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

Ice fishing

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

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

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

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

Freight comes

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

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

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

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

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

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

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

Caption to a photo.
Rail Lines Blocked

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

Railway crews clearing out torn up rail line

Clean-up begins on derailment

CORNWALL (Special) - Canadian Pacific Railway workmen completed clearing and repairing the main CPR "freight" line between Toronto and Montreal late Friday.

Eighteen cars of a 90 - car freight train were derailed Thursday night near Avonmore, 20 miles northeast of here.

Workmen took 14 hours to repair and clean 250 feet of westbound track. It will take at least two more days to repair 300 feet of eastbound track

No one was injured in the wreck.

The derailment occurred on the eastbound track when an axle on one of the cars became overheated and broke.

One of the cars contained grain which was spewed over the tracks and down an embankment. Another which contained tar broke open completely.

At 6 30 p.m. Friday the first train rolled over the repaired section. Because of the repairs, the freight was restricted to 10 mph and took 25 minutes to get by the point.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Emergency Halt Hurts Two on Train

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

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

Mayhew was treated at Winchester Hospital for broken nbs and later transferred to Ottawa Civic while O'Callaghan was treated for knee injuries at Winchester.

There was derailment of the train although emergency crews were called to the scene to repair the caboose wheels. It is not known what caused the train to make the emergency stop.

TENDERS

Offers to purchase will be received until 12.00 noon February 10, 1970, for one 40,000 gal. steel water tank and one 20,000 gal. steel water tank of Smiths Falls. Ontario. The tanks are to be removed flush with the ground on or before April 5, 1970, and the site left in a neat and tidy condition. Offers are to be addressed to:

W. C. TRIPP, Division Engineer, Canadian Pacific Railway, Smiths Falls, Ontario.

Further information can be obtained by writing the above or telephoning 283-0209 Smiths Falls.

Gate late for driver and train

CHESTERVILLE (Special) A work crew installing railway crossing gates watched a man die when his panel truck was hit by a freight train here.

Cornelius Kcarns, 69, was killed when a westbound 100-car freight struck his truck on the mainline level crossing on Main Street in this village 24 miles northeast of Morrisburg.

The crossing has a wigwag and signal light, but no gate. Workmen were installing the gate device when the accident occurred at 11.20 a.m. Wednesday.

The truck was driven 80 feet down the tracks and the driver pinned in its cab. Engineer of the train was Stirling Bell of Smiths Falls.

Chesterville Police Chief Leonard Shane and Coroner William Byers of Winchester investigated the incident

Finch man killed in car-train crash

FINCH (Special) A local man was killed early today in a car-train collision at a level crossing less than 200 feet from the farm home in which he was born.

Amos Hudson Kendrick, 63, died instantly in the wreckage of his car. Provincial police said it probably stalled on the tracks, five miles west of the village, and was rammed by a westbound freight train.

The man had been visiting relatives at his family's farm. The accident occurred about 3 a.m.

12/02/1973

Ottawa Citizen

Winchester

Smiths Falls

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

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

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

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

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

21/01/1974

Ottawa Citizen

Winchester

Bedell

Instant siding skirts Kemptville derailment

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

Trains Rolling Again

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

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

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

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

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

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

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

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

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

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

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

21/01/1974

Ottawa Journal

Winchester

Bedell

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

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

rains moving again after derailment

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

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

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

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

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

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

21/06/1974

Ottawa Citizen

Winchester

Apple Hill

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

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

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

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

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

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

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

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

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

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

02/11/1976

Ottawa Journal

Winchester

Monkland

CP derailment slashes highway.

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

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

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

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

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

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

02/11/1976 **Ottawa Citizen** **Winchester** **Monkland**

20 freight cars spill off rails

MONKLAND (Special)

Twenty cars of a 44-car Toronto-bound Canadian Pacific Rail freight train went off the tracks about 2:45 p.m. Monday at a Highway 43 crossing, about 20 miles north of Cornwall.

A CP Rail official said this morning the derailed cars carried mostly paper products and some were empty car carriers.

He said tracks are inspected every day from the Smith Falls offices and other trains had used the line earlier in the day.

No one was injured in the mishap. Railway officials are still looking for the cause of the derailment.

Police said it is expected to take 24 hours to reopen the crossing to traffic.

03/11/1976 **Ottawa Citizen** **Winchester** **Monkland**

Railside mess

MONKLAND Cleanup crews from Canadian Pacific Rail are continuing efforts to clear the track and road following a 20-car derailment 20 miles north of Cornwall Monday afternoon. The mess created by the spilling of rail cars and their cargo, mostly paper products, has blocked Highway 43. Officials have been unable to say when the area will return to normal.

07/01/1977 **Ottawa Citizen** **Winchester** **Finch**

14 cars derailed : FINCH (Staff) Fourteen cars of a 100-car Canadian Pacific freight train derailed here today, blocking the main highway linking this village 45 miles south of Ottawa with Crysler, 12 miles north. There was no damage to private property. No injuries were reported. Five propane tank cars remained on the rails. Investigators and a cleanup crew were dispatched from Montreal shortly after the 9 a.m. derailment, but eastbound and westbound tracks and the highway were expected to be blocked for most of the day. A CP Rail spokesman said he was not sure what the derailed cars were carrying.

08/01/1977 **Ottawa Journal** **Winchester** **Finch**

14 CP Rail cars derailed

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

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

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

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

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

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

05/02/1977 **Ottawa Journal** **Winchester** **Dalhousie Mills**

25 miles from Cornwall:

Sulphuric acid spilled in 44-car derailment

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

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

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

07/02/1977 **Ottawa Citizen** **Winchester** **Dalhousie Mills**

Water 'suspect' near acid spill

DALHOUSIE STATION, Que. (Staff) Environmental protection authorities continue to advise about 15 families here not to use their water for fear wells may become contaminated by sulphuric acid spilled during a train derailment last weekend.

The chemical was contained in a tanker which split when it jumped the Canadian Pacific Smiths Falls-Montreal line with 39 other cars. Another 39 cars remained on the track.

A second sulphuric acid container also derailed but did not break open. Several runaway wagons rammed the village's Commercial Hotel.

While most of the spilled acid has been neutralized with caustic soda, there remains a possibility of seepage into the water table.

"This could happen," Jim Spinney, manager of Canadian Industries Ltd., Cornwall, said Tuesday. A crew of CIL experts worked from Friday night to Monday morning treating the chemical which was being shipped by the company.

Several more days will be required to complete cleanup operations, a CP Rail spokesman said. Wagons remain strewn about the scene and about 1,000 feet of track has to be laid.

One of the twin tracks has been reopened with east and westbound trains using it alternately.

The accident has been blamed on a "burnt journal" broken axle on a flatcar which was transporting logs. It's the third derailment on the same line since November.

The railway spokesman said cold weather and heavier loads are possible factors in the rash of upsets.

Bob Humenick, owner of the Commercial Hotel, has reopened one of his three beverage rooms.

Mr. Humenick said it will be several months before damage - which he estimates at about \$100,000 - is fully repaired.

Acid poisoning fears still real

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

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

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

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

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

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

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

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

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

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

There were no injuries in those derailments either.

Like a Bomb

Derailed freight cars crash into Quebec hotel

By Tom Van Dusen Citizen staff writer

DALHOUSIE STATION, QUE. (Staff) It sounded like a bomb going off when half a dozen loaded freight cars crashed into the Commercial Hotel here Friday.

"It was a miracle nobody was killed," hotel owner Bob Humenick said during the weekend as he reviewed the spectacular derailment.

Forty units of a 79-car Canadian Pacific freight train jumped the tracks at this village 30 miles northeast of Cornwall about 8.30 p.m., before the hotel filled with the usual crowd of merrymakers.

Mr. Humenick, his wife, son, and about eight patrons were in the hotel at the time. No one was injured although a hole was made in a wall "big enough to drive a truck through."

Among the cars which collided with the stone and steel structure was a tanker which ripped open, spilling its cargo of sulphur dioxide.

Specialists spent the weekend neutralizing the chemical with caustic soda. It was so powerful it ate through a section of the hotel's asphalt parking lot.

About 15 families have been told not to use their water until it has been determined if sulphur dioxide has seeped into wells. The fire department has been supplying water in the meantime.

The derailment is the third on CP's Smiths Falls-Montreal line since last November when 20 cars of a 44-car train upset at Monkland blocking Highway 138.

Early last month, 14 cars of a 100-car train derailed at Finch, impeding highway traffic for several hours.

Cause of the Monkland accident is believed to have been a broken rail while the Finch spill was blamed on a broken axle. Friday's derailment is also being associated with a broken axle.

The Commercial Hotel squats within yards of the double tracks, a little more than a mile from the Ontario Quebec border. In fact, the first emergency vehicle on the scene was a Lancaster-based OPP cruiser.

Mr. Humenick, who has operated the hotel for 19 years, is used to the sound of rumbling freight trains. Friday night, the regular "clique-ty clack" suddenly turned to a roar.

The owner yelled for his wife to grab their seven-year-old son and run to the rear of the building as stones pelted the windows. Then a section of boxcar burst through the wall.

At about the same time, Serge Ranger was watching the train roll by from the front window of his home which is so close to the tracks, it vibrates when trains pass.

Suddenly, a wagon broke away and veered off the tracks leading the remainder of the train. For a time derailed cars continued erect until they began to buckle, with several coming to rest against the hotel.

Mr. Ranger believes the only thing that saved his house from being demolished was high snow banks. Within minutes, about 100 people had gathered at the scene, Mr. Ranger said.

Mr. Humenick said the earliest hotel patrons usually park their cars on the road in front of the building. Friday, however, they had parked in the lot at the side of the hotel furthest away from the area of impact.

"On other nights there may have been people getting out of their cars right in line with those wagons."

He heaved a sigh of relief that the accident didn't occur last weekend when about 25 people booked into the hotel because of poor driving conditions. There were no rooms rented Friday.

The owner estimated cost of repairing the building at \$100,000 minimum. He believes major structural damage was caused by the collision.

The original hotel is built of stone. Most of the damage was done to a steel section added 12 years ago.

Mr. Humenick said he doesn't anticipate any trouble collecting compensation from Canadian Pacific

He said he has no intention of leaving his home and business because of the accident. He hopes to reopen the bar early this week.

"What else is there to do? It's more dangerous to drive a car than to live beside train tracks." He knows of no previous derailment at the village.

Railway officials say it will take most of the week to clear away cars and debris. The line has been reopened for use.

Finch again in centre of CP Rail accident

FINCH (Staff) Seventeen cars of a CP Rail freight train jumped the rails here during the weekend, the second such accident this year.

A United Co-operatives of Ontario worker said he and his colleagues are worried about the possibility of derailed cars someday crashing into their store, adjacent to the tracks.

There were no injuries when the 17 loaded cars derailed, blocking the Smiths Falls-Montreal line.

Work crews had cleared one of the two tracks by today and were continuing efforts to unplug the second track.

In January, 14 cars jumped the rails blocking a highway through Finch for several hours.

Derailement blamed on human error

By Tom Van Dusen Citizen staff writer

CHESTERVILLE Seventeen Canadian Pacific freight cars derailed at Finch July 10 because of human error, not a broken wheel which at first was the suspected cause.

As a result of the accident which will cost CP Rail as much as \$250,000 an area track supervisor has been transferred to a less demanding post, L. A. Hill, general manager of operation and maintenance for the railway's eastern region, told The Citizen Tuesday.

A rail defect at Finch had in fact been detected by a track recorder car 10 days before the wreck and it could easily have been prevented, Hill said.

"A half hour spent resurfacing the track would have corrected the condition and the derailment would not have occurred," he said.

The recorder car which contains equipment to detect various track flaws had rated the problem at Finch a priority. It should have been remedied immediately, Hill explained.

"The maintenance staff didn't appreciate the magnitude of the defect and just didn't get around to fixing it," he said.

The 17 cars part of an 87-unit Toronto-bound freight left the tracks because a dip had developed in a bridge approach. The irregular surface was detected by the recorder car.

There were no injuries and little damage to private property in the derailment, the second at Finch this year. Fourteen cars of a 100-unit train piled up last Jan. 7 after a wheel broke.

11/10/1977 *Cornwall Freeholder**Winchester**Monkland*

FREIGHT DERAILED IN MONKLAND AREA

Operations returned to near normal today as clean-up crews worked round-the-clock over the Thanksgiving holiday weekend repairing tracks and clearing the mess left when 43 cars of a Canadian Pacific Railways freight train hauling 111 cars were derailed near Monkland, some 20 kilometres from Cornwall.

No one was injured in the derailment.

The freight train was travelling to Toronto from Montreal, carrying a cargo of milk products and wood chips.

Only 18 of the cars were loaded. Of the 43 cars derailed, only four were loaded, three carrying milk products and one carrying wood chips.

A CPR spokesman said today cause was a broken axle.

CPR officials say damage will run into several thousand dollars. "It will be a week to 10 days before we get some kind of estimate," a senior official said.

The derailment, shortly after 10 a.m. Sunday, blocked both eastward and westward mainline and also Highway 43.

The highway was cleared soon after the accident. Early Monday the eastward section of the mainline was opened and CPR officials say the westward line will be reopened later today.

Passenger traffic was switched to Canadian National Railways during the cleanup. The spokesman confirmed more than 300 feet of railway track was torn up during the derailment.

Cars Wrecked

Some of the freight cars were wrecked. The empty boxes are usually used to carry grain.

Bulldozers from the area helped clear the tracks Sunday afternoon and Monday. This is the fifth CP derailment in the area in the past few months and second in the vicinity of Monkland.

The last derailment in the Monkland area occurred early last November when 21 cars from a westbound freight train derailed just east of Monkland, tearing up a huge section of rail line and ripping up part of Highway 43.

Monkland residents living near the scene of the derailment said they were rudely awakened by a loud rumble thinking it was an earthquake.

Bert Sabourin, a businessman in Monkland, said the derailment shook his house.

"Trains pass from here all the time," he said. "This was the first time it shook the house."

Mr. Sabourin said he heard a loud rumble and outside his living room window he saw railcars piling up. "This is the worst pile up I have ever seen."

The business man whom has been living in the same house for the past 10 years said it was the loudest noise he had heard.

Melvin Massia, 16, a student at Tagwi Secondary School said he saw a wheel come off one of the cars.

"At first I thought it was an earthquake," he said. "But then, looking through a window across the road, I saw cars piling up. Everything ended up in a big mess."

Mr. Massia said the impact of the derailment shook everything in the vicinity.

11/10/1977 *Montreal Gazette**Winchester**Monkland*

Tracks cleared after derailment

MONKLAND, Ont. - (CP) - Both tracks of the CP Rail main line between Toronto and Montreal were reopened yesterday after work crews removed 43 freight cars that were derailed Sunday near this community 18 kilometres north of Cornwall.

No one was injured in the accident which also blocked Highway 43. The freight train, carrying milk products and wood chips, was en route to Toronto from Montreal.

Trains used Canadian National tracks during the clean-up.

11/10/1977

Ottawa Citizen

Winchester

Monkland

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

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

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

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

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

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

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

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

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

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

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

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

The highway was reopened by early afternoon.

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

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

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

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

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

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

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

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

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

11/10/1977

Ottawa Journal

Winchester

Monkland

Train derails, damage more than \$100,000

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

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

There were no injuries but one close call was reported.

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

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

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

CN [sic] officials admitted their biggest problem now will be cleaning up the mess.

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

12/10/1977

Ottawa Citizen

Winchester

Monkland

Railroad repairs almost complete

Train traffic is returning to normal on CP Rail's Montreal-Toronto main line at Monkland.

Company officials said track repairs would be completed by noon today on the 300 feet of the westward section torn up Sunday by a derailment involving 43 freight cars.

Service has been maintained since Monday morning by running slowly.

12/10/1977

Ottawa Citizen

Winchester

Monkland

Railroad repairs almost complete Train traffic is returning to normal on CP Rail's Montreal-Toronto main line at Monkland.

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16/01/1978

Ottawa Journal

Winchester

Two die in van-train crash

CORNWALL (Special) Two persons were killed Monday when their van was hurled about 150 feet after colliding with an eastbound freight train at a rail crossing on highway 138 about 40 kilometres north of here.

Long Sault OPP are withholding the identify the two victims until next of kin are notified. The two were the only occupants of the van and are believed to be from Western Canada.

Soon to be Demolished Train Station Holds Memories

(BY Mrs Lawrence Shaw)

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

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

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

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

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

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

EXPRESS

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

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

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

MUCH EMPLOYMENT

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

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

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

CROSSING ACCIDENTS

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

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

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

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

BOX CAR PULLMANS

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

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

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

Every summer brought in extra gangs who lived in boarding cars shunted into a little-used siding. Their job was to replace ties, rails, switches, and any mayor track repairs. There were welders, carpenters

painters and other tradesmen to repair and refurbish the station and the living quarters as well. When they had finished in one place they would move on to the next to do much the same line of work.

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

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

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

O! Just to hear once more,

The click of the latch on the waiting room door,

It doesn't matter what the future will be,

It will always be 'HOME SWEET HOME' to me

One dead when train hits truck

A west-bound CPR freight train slammed into a pickup truck at a crossing near Merrickville Thursday afternoon killing the driver and seriously injuring his passenger.

Lyn Charles Vandeußen, 25, RR 5 Smiths Falls, died in the accident at an open crossing on a county road off Highway 43, three kilometres west of Merrickville. Shirley Foy, 15, of Smiths Falls, was transferred to Ottawa Civic Hospital where she is in fair condition with multiple injuries.

The train, bound for Smiths Falls, was not derailed in the accident.

07/11/1979 *Ottawa Citizen**Winchester**Winchester*

Train rams stalled car, family of three injured

A young father failed in a desperate attempt to push a stalled car containing his wife and baby off railway tracks this morning as a freight train barrelled down on him near Winchester.

The 36-car CP freight train severed the vehicle, throwing Sherry Francis, 20, and her five-month-old son Shawn from the car. Bobby Francis, 21, was bowled over by the wreckage when the westbound train hit the car.

OPP Constable Brian Helmer said the crossing was equipped with warning lights and a bell, operating normally at the time, but Helmer suggested the couple might have been confused as to how long they had to cross the tracks.

Helmer said an east bound freight was also approaching the crossing, and the couple may have failed to see the westbound train which was closer until too late. Sherry Francis was in stable condition at Ottawa Civic Hospital where she was treated for head injuries.

Miraculously, the baby emerged with hardly a scratch, said Caroline Manley, nursing director at Winchester Memorial Hospital. The father was treated for minor injuries and released from the local hospital.

The car, with Sherry Francis at the wheel, was southbound at about 7.30 a.m. It stalled crossing CP's double freight line, Helmer said.

The train, heading to Smiths Falls from Montreal, was about 180 metres from the crossing when the car moved onto the tracks, said CP spokesman Gordon Spooner.

08/11/1979 *Ottawa Journal**Winchester**Winchester*

Family survives car-train crash

WINCHESTER (Staff) A 20-year-old- Winchester woman survived a .close brush with death yesterday rnormlmgV in a car-train collision in Winchester.

Sherrie Francis is in satisfactory condition today in Ottawa Civic Hospital with a fractured skull, after being dragged about six metres by the train.

The accident occurred at 7:30 a.m. when the car she was driving stalled on a CP Rail track in .Winchester.

Her husband Robert, 22, who was a passenger in the car, received minor cuts and bruises to his legs after he attempted to push the car off the tracks. He, along .with the couple's five-month-old baby, were treated in hospital and later released.

The baby had been dragged in the-car about about three metres by train, which neatly cut the vehicle in half.

"We still don't understand why the wife and child didn't get out of the car," a Winchester OPP official said.

"The front end was completely taken off," the OPP official noted. "It was as though someone, had taken a torch and cut it."

"They're very lucky to be alive," commented Delma Francis,, Bob's mother.

"Sherrie was driving Bob to work when it happened. .

"The car stalled on the tracks after a train passed and when:.Bob got out to push it off .the tracks he didn't see a second train coming on the other track.

"He yelled at Sherrie to get out-of the car, but there wasn't time," she added.'

17/03/1980 *Ottawa Citizen**Winchester**Monkland*

three New Jersey residents escaped serious injury Sunday when their car slammed into the side of another CP Rail freight train at a level crossing on Highway 138 near Monkland, north of Cornwall.

Ontario provincial police said Kieudund Vugia, driver of the car, was released from the Cornwall General Hospital after being treatment for a cut to the head.

Her two passengers escaped unharmed.

The crossing is equipped with gates and flashing lights, but OPP have not yet determined whether they were operating at the time of the 11 a.m. mishap.

25/03/1980 *Ottawa Citizen**Winchester**Finch*

Juvenile's ambulance caper gives engineer scare of life

A CP Rail engineer got the scare of his life early Monday when his freight train demolished an ambulance at a level crossing near Finch, about 70 kilometres southeast of Ottawa.

Police say the engineer at first believed the ambulance, stolen from Winchester and District Memorial Hospital, contained attendants and one or more patients.

For about 30 minutes, police, local firemen, and the train crew searched the debris for bodies. Then they learned the ambulance had been stolen.

Provincial police at Long Sault said they expect to charge a juvenile in connection with the caper.

The blue and white, provincially-owned ambulance was stolen at about 2 a.m. and abandoned on the isolated Goldfield Road. The 3:30 a.m., east-bound freight train demolished the vehicle, scattering wreckage over more than a kilometre.

Four police cruisers and a number of volunteer firemen from Finch were dispatched to the scene to begin the search for victims and survivors.

At one point about 15 people, including train crew members, were wading through rain-sodden fields looking for occupants of the ambulance.

"We thought the worst; at least two ambulance attendants and a patient might have been in the ambulance," said a police spokesman. In their investigation of the theft, police learned that a youth was at the hospital about 2 a.m. trying to obtain a ride home.

Youth dies as car hits train

An Inkerman youth was killed early today and another injured when their Volkswagen Beetle slammed into a stationary freight train at a level crossing in Winchester.

Colin Mills, 17, of Inkerman was pronounced dead at the scene of the accident, which occurred at 4:25 a.m.

His passenger, 18-year-old Brian Young of Winchester, was taken to the Ottawa Civic Hospital with multiple injuries. No report on his condition was available. Winchester firemen worked for about 45 minutes before freeing Young from the tangled wreckage.

Fire Chief Dalton Kenney said the rescue might have taken longer without hydraulic metal cutting equipment bought by the force last summer.

The car slammed into the middle of a CP freight train that had made an emergency stop and was blocking the intersection.

A CP Rail spokesman said today flashing warning lights and ringing bells at the intersection were both functioning properly at the time of the crash.

He said the train had automatically stopped when an air line hose, which joins the cars, broke.

The four crew members had left the train to investigate the problem when they heard the crash.

OPP investigating officer Norm Sarault is puzzled by the accident.

"Both the lads were local and they knew that crossing really well."

Coroner Dr. Gabriel Slowey said this morning he hadn't yet decided whether to hold an inquest.

The two were students at North Dundas District High School outside Winchester and had worked part-time as cooks at the Country Kitchen restaurant in Winchester.

They finished work there about half an hour after midnight and didn't have to go to school today as classes were cancelled for a professional development day.

Staff at the restaurant were in shock this morning.

"We're just sick about it," said waitress June Armstrong. "Both of the boys were working last night."

The train, heading from Smiths Falls to Montreal, was held up for 90 minutes after the accident.

12/07/1982

Ottawa Citizen

Winchester

Mountain

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14/07/1982

Ottawa Citizen

Winchester

Mountain

Rail car that jumped tracks blamed for CP derailment

An empty freight car jumped the tracks, causing Saturday's derailment of a CP Rail train outside Mountain, Ont., a Canada Transport Commission spokesman said Tuesday.

Peter Schnobb of the commission's railway transport committee said preliminary investigations indicated one of the car's axles jumped the track while the train was taking a flat curve.

"The derailment had nothing to do with mechanical failure as far as we're concerned. The preliminary investigation boils down to the fact that it (the car) simply jumped."

However, Ottawa CP Rail spokesman Herb Brooks said the company is continuing its own investigation and could not confirm the committee's finding.

He said it could be several days before the investigation is finished.

Schnobb said the gondola car, used to carry such materials as rolled steel and shingles, jumped because of a "combination of ingredients," including the normal flex of the track that causes cars to rise and fall, the curve and the fact that the car was empty.

"This kind of situation doesn't happen very often. The cars rise and fall and, needless to say, when you don't have the weight this rising and falling is much more pronounced."

He said the train's speed of 80 kmh was about 20 kmh under the established limits and was not a factor in the derailment.

The gondola car was the 25th in the 81-car train that started in Windsor and was en route to Montreal via Toronto.

Brooks said 51 of the cars were loaded and 30 were empty.

He also said the company normally places loaded cars at the front of the train and empty ones at the middle or rear. He said the empty gondola car was in the middle because additional cars were put on in Toronto.

When the car derailed it triggered a chain reaction that sent 24 cars plunging off the track, including 18 that were loaded.

One car, carrying a wax compound used in furniture polish, burst into flames and ignited other cars.

There were no toxic materials on the train.

Brooks said a damage estimate won't be available for about two weeks when the clean-up and repair work is completed.

14/09/1982

Ottawa Citizen

Winchester

Mountain

Teen escapes brush with train

A farm worker escaped injury Monday when a CP Rail freight train smashed into a corn wagon at a farm level crossing near Mountain just hours after the railway had been asked to clear dense bush from around the crossing.

Neil Bartholomew saw the approaching 53-car freight too late to avoid the collision, said Carol Bryan, whose husband Dave owns the farm where the level crossing is situated.

Although the 17-year-old managed to get the tractor across the tracks, the wagon he was pulling was rammed broadside by the westbound train. The \$7,500 wagon, carrying a full load, was destroyed.

Damage to the CP Rail diesel was more than \$6,000, a company spokesman said.

Ontario Provincial Police from Winchester are investigating the 5:30 p.m. accident. Bryan said she and her husband have tried unsuccessfully for the last few years to get CP Rail to clear dense bush which blocks lines of vision at the level crossing.

The Bryans phoned CP Rail Monday afternoon to ask that the bush be cut down. A farm crossing is used only by a farmer to get across the tracks from one side of his property to the other.

Mountain is about 50 kilometres south of Ottawa.

15/09/1982

Ottawa Citizen

Winchester

Mountain

CP to probe farm crossing

CP Rail has pledged to investigate within the next two days whether brush and trees near a farm crossing at Mountain, Ont. dangerously obscures sighting of oncoming trains. The crossing was the site of a train-corn wagon collision Monday.

Carol and Dave Bryan, owners of the property adjoining the crossing, say they telephoned CP Rail only hours before Monday's collision complaining that the brush and trees blocked the vision of drivers using the crossing.

Neil Bartholomew, the 17-year-old driver of a tractor hauling the wagon, was unhurt in the incident.

Railway spokesman Herb Brooks confirmed the company's Smiths Falls division received the call, but added, "We get a number of these (calls) during the year. A lot of them (com-plaints) are unfounded."

Brooks said CP Rail checks its lines on a regular basis.

14/08/1984

Ottawa Citizen

Winchester

Chesterville

25 cars derailed near Chesterville

A Canadian Pacific Rail freight train derailed early today in Chesterville, about 60 kilometres south of Ottawa, spilling the contents of 25 cars.

The 89-car eastbound train was carrying lumber and flour when it derailed at 2:20 a.m.

The accident blocked two main tracks used by freight trains, said CP Rail spokesman Paul Jolicoeur.

The four employees on the train were not injured.

Jolicoeur said the derailment occurred after cars near the end of the train somehow became separated from those at the front as the train was going about 100 kilometres an hour. Twenty-five of the rear cars derailed. :

"There was extensive track damage," said Jolicoeur. "Crews began working right after the derailment to ...clear the track, but it's hard to say when it will be all cleaned up."

He said the level crossing in Chesterville was not blocked and traffic has not been affected. "

The cause of the accident has not been determined and damage has not yet been estimated.

15/08/1984

Ottawa Citizen

Winchester

Chesterville

Damage \$500,000 in train derailment

CHESTERVILLE CP Rail is trying to determine why 25 cars of a high-speed freight train thundered off the track near here Tuesday, telescoping about a dozen boxcars.

No one was hurt when the middle section of the 89-car train left the rails, destroying at least 10 boxcars and ripping up about \$50,000 worth of track.

The transcontinental train was heading to Montreal through this village 60 kilometres southeast of Ottawa when the accident occurred at 2:20 a.m.

A spokesman for CP Rail said the crew was trying to stop the train when it crashed.

"They spotted some marks along the track, and not knowing what they were, they pulled the (brake) air line," said Paul Jolicoeur of CP's Ottawa office.

"They were travelling well within the authorized speed, but it was an 89-car train and you can't stop those on a dime."

Jolicoeur said the railway would have to wait for the investigation results to know what the marks on the line were.

Jolicoeur estimated damage to the train at \$500,000, and said the tracks should be open by tonight.

Seven of the cars that left the track were empty, one had CP supplies, eight contained flour, and nine were flat cars carrying lumber from Vancouver.

Ontario Provincial Police and CP officials were on the scene by 3 a.m., and cleanup crews arrived at dawn.

By 9:30 a.m. Tuesday a portable crane and several bulldozers were tearing apart the crumpled heap of boxcars and pulling up huge curls of ruined rails while CP workers loaded sacks of flour on carts and wheeled it into tractor-trailers.

Several local men were hired to salvage wood "that cascaded over the wreck like spilt matchsticks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22/09/1986 *Ottawa Citizen*

Winchester

Inkerman

In the second accident, a five-month-old Nepean boy was injured Saturday afternoon when the car his father was driving was struck by a train at a private and unmarked railway crossing just east of Inkerman Station, about 45 kilometres southeast of Ottawa. A police spokesman said Devin Joyce, of Benlea Drive, broke his arm when an eastbound CP freight train clipped the back of the family car, flipped it over, and threw it into a ditch. The boy's father, David, and sister Heather, were not injured.

08/12/1986 *Ottawa Citizen*

Winchester

Another man was killed Sunday when the car he was driving ing crashed into a freight train near Cornwall.

Joseph Robert St-Denis, 44, of Finch, was driving alone when he was killed on Boundary Road about 12:30 a.m., said a spokesman for Ontario Provincial Police at Long Sault.

The police spokesman said St-Denis crashed into the Montreal-bound Canadian Pacific freight train when it was already going through the crossing which is marked only with a sign. The crossing is at the border of Finch and Roxborough townships.

"He ran into the moving train," the spokesman said.

The road was snow-packed at the time, but the sky was clear, police said. A CP Rail spokesman said no one aboard the train was injured. "They didn't even know they were hit," he said.

25/05/1987 *Ottawa Citizen*

Winchester

Smiths Falls

Freight train derails in Smiths Falls area

Eight cars of a 78-car freight train, including two carrying chemicals, derailed near Smiths Falls Saturday when roller bearings overheated inside the axle assembly of the 12th car.

The hot bearings caused the axle to seize, said Jim Barlow, CP Rail spokesman. CP Rail investigators are now examining the bearings to find out what caused them to overheat.

Possible causes include manufacturing defects or dirt that somehow got inside the sealed bearing assembly, Barlow said.

Hazardous chemicals did not leak from the two cars. Three cars and about 100 metres of track were damaged in the accident.

Two flat cars were carrying three cargo containers loaded with steel drums of resin most often used in varnishes, ink, adhesives and other paint and plastic products, said Serge Bastien, environment officer for the Spills Action Centre of the Ontario Ministry of Environment.

Bastien said the resin is explosive and flammable and could produce poisonous or irritating vapor or corrosive gases.

But a centre inspector found none of the containers had been pierced or damaged, Bastien said.

"The containers also remained upright, though they were at an angle," he said.

It's not known exactly how much resin was in the containers.

"The whole thing was approached very carefully," Bastien said. The centre was called in about 2 p.m. Saturday by the Smiths Falls fire department.

Gerry Lepage, of the Canadian Transport Commission, also said the chemical containers were not damaged or leaking.

"I don't expect any problems in that area," said Lepage, who was on the scene Saturday.

The commission is responsible for the clean-up and investigation of train wrecks. In addition, it monitors all dangerous commodities transported by rail.

The containers, which also contained auto parts, flooring tiles and paper products, had been loaded in Montreal and were bound for Detroit. The train was moving at about 50 kilometres an hour and was slowing for a scheduled stop at the Smiths Falls rail yard to change crews when the cars derailed at Lome Street, just north of the city limits.

A 100-metre section of track, which is the main freight line between Montreal and Toronto, was torn up.

Workers had the line open again by 4 a.m. Sunday, Barlow said. Trains bypassed the wreck on a section of temporary track installed at the accident site.

The damaged eastbound track has been restored and the westbound track was to be fixed by 4 p.m. today, Barlow said.

No other trains were delayed by the accident. VIA Rail passenger trains do not use the main freight line near Smiths Falls.

Special cranes brought in from Montreal and Toronto put five cars back on the rails by midday Sunday and a sixth later in the day.

The other two cars were to be cleared from the site by noon today, said Barlow.

CP Rail will not reveal the cost of damage caused by the derailment.

19/08/1988

Ottawa Citizen

Winchester

Monkland

Man killed in crash with train

A man was killed and his passenger seriously injured in a collision between a train and van Thursday in Monkland.

Darcy Steven Dear, 32, of Apple Hill, died at 7:25 a.m. when an eastbound Canadian Pacific freight train hit his 1988 van at a level crossing on Strathmore Road.

"The railway crossing is not protected by gates or lights. It only has the little X," said Sgt. Norm Mailhot of the Long Sault OPP. Strathmore is a gravel road about a kilometre south of Hwy. 43.

Passenger Nancy Vale, 35, was taken to Hotel Dieu Hospital in Cornwall.

A hospital spokesman said her injuries were serious, but not critical.

Monkland is about 75 kilometres southeast of Ottawa.

27/08/1988

Ottawa Citizen

Winchester

Monkland

Accident sparks calls for rail crossing improvement

Neighbors of an Apple Hill man killed at a railway crossing last week are angry that flashing lights and gates will not be installed there until the spring.

Darcy Steven Dear, 32, died Aug. 18, and his companion Nancy Vale, 35, was seriously injured when their van was struck by a Canadian Pacific freight train as they crossed the tracks.

"The neighbors are all up in arms around here," said Dan Lipson, who worked with Dear and Vale at Chubb Alarms of Ottawa. The victims had moved to Apple Hill just three weeks before the accident, he said. The village is about 20 kilometres north of Cornwall.

Residents complain that the simple X-type crossing does not warn them when a train is coming, and that sometimes visibility is poor.

"The front of your car has to be over the tracks to see the train coming," said Katherine Davidson, Lipson's wife, who is caring for Vale's 10-year-old daughter.

Railway officials agree there is a visibility problem. Nearly two years ago, in October 1986, engineers from the National Transportation Agency reported that brush obscured the line of sight, and recommended improved signals at the crossing.

However, red tape and lack of funds have stalled the work.

"It's very frustrating and time-consuming," said Roxborough Township Reeve Donald Cum-ming. "The township couldn't do it on their own. It's a very costly thing" to install new signals, Cumming said.

"It's unfortunate this had to happen."

Media relations chief Peter Schnobb of the NTA said it took until April of this year for the agency to find the money for \$120,000 worth of flashing lights, gates and ringing bells to be installed. And from then, it will take a year for CP to order and receive the necessary equipment.

The wait makes Davidson and Lipson nervous.

"There's at least six school buses that go through there every morning and every night," said Davidson. They vow to keep pressure on CP.

"If we have to park all the cars and trucks up there on the tracks, that's what we'll do."

Vale is still recovering in hospital.

21/12/1989

Ottawa Citizen

Winchester

Merrickville

Rail crossing gets the gates

A CP Rail train crossing' near Merrickville will gain an automated light and bell warning System, gates and motion sensors.- A \$119,200 federal grant will pay for the installation at the rural crossing at McCre Road in Montague Twp. Lou Porter, from the railway safety division in Toronto, said the work is part of a project by Transport Canada to upgrade railway safety standards across Canada. The crossing, which "is used by 23 trains and 123 vehicles a day, has been accident-free since 1980.

19/02/1991

Ottawa Citizen

Winchester

Merrickville

CITIZEN PHOTOGRAPHER INJURED

Freight train and car collide

Citizen photographer Jack Schekkerman was taken to hospital with broken bones and lacerations after being involved in a car-train collision Monday near Merrickville.

According to the Ontario Provincial Police, Schekkerman was driving south on Donoghue Road, just outside Merrickville off Hwy. 43, at about 4:30 p.m. when he approached an unprotected railway crossing and saw an oncoming train.

He tried to stop, was unable to do so and slid into the crossing, said OPP Const. Kevin Davidson. Witnesses at the scene later described road conditions as icy.

When the CP Rail freight train slammed into the driver's side, Schekkerman was thrown from the vehicle, suffering cuts to the head, a broken collarbone and bruises, said Davidson.

He was taken to Kemptville General Hospital and later transferred to Ottawa General Hospital, where he is described as in fair condition.

"He's a lucky man," said Davidson.

Merrickville is 45 kilometres south of Ottawa.

06/06/1992

Ottawa Citizen

Winchester

Finch

Railway worker killed by train Citizen sUiff : A railway worker killed Thursday when struck by a freight train near Finch has been identified as Ray Rabe of Holstein, Ont.

Rabe, 48, was a member of a crew repairing track on the CP Rail line, one kilometre east of Finch. His identity was withheld until his family, which lives near Durham, could be notified.

Const. Bernie Gadbois of the Ontario Provincial Police said Rabe had been working on the north line when the eastbound train passed on the south line. Finch is about 35 km northwest of Cornwall.

Valley train derailment is village's second in 11 years.

By Dave Rogers Citizen staff writer

Just as she was about to cut into her daughter's birthday cake Wednesday, Marrion Johnson heard the grinding metallic noise of an eastbound freight train and glanced up.

She was just in time to see 19 CP Rail hopper cars jerk violently and jump the track, spilling linseed and corn meal into the ditch right beside her house.

"A lot of earth was flying around and we could hear the crunching of steel as the cars started leaving the track." Johnson said Wednesday night. "There was a strong burning smell from the train and a lot of sparks. I told everybody to jump up because there was a train wreck."

Three cars at the end of the train remained upright, but others blocked both tracks on the line. No one was injured in the accident and CP officials say the train was carrying no toxic substances.

Mountain is about 60 kilometres south of Ottawa, near Kemptville. The sudden derailment on the main CP freight line between Toronto and Montreal is expected to close the track for 48 hours.

CP officials said they don't yet know what caused the derailment. But the neighbors aren't pleased.

When a train derailed in the same spot 11 years ago, Johnson said, "a steel control box slammed into a maple tree on the front lawn, just missing our house."

Carol-Ann Arcand, Johnson's adult daughter whose birthday party was interrupted by the action, was terrified.

"We all rushed outside to see whether the train contained chemicals. It was a relief to see it was grain.

"For weeks, the trains passing by the house haven't sounded right," she added.

Carol O'Brien, who lives a few houses away from the crossing, said she too is relieved that the train carried no toxic chemicals.

"We were lucky it was only agricultural products" O'Brien said. "I see a lot of chlorine cars going past here every day."

Blake Jones, a CP Rail investigator, said CP will probably use a nearby CN Rail line until a crane crew from Toronto can place the derailed cars back on the rails.

30/08/1996 *Ottawa Citizen**Winchester**Dalhousie Mills*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Derailment, toxic leak force 200 to flee

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

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

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

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

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

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

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

Caption to photo

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

Chemical spilled as train derails in Smiths Falls

It will be several days before crews complete the cleanup of a chemical spill caused by a small train derailment near Smiths Falls late Sunday or early Monday OPP Const. Neil Fennell said that for reasons still unclear, four rail cars went off the tracks in the CP Rail switching yards on the edge of town. Among them was a tanker containing 90,000 kilograms of sodium chlorate, an agent used in bleaching pulp. Fennell said an estimated 200 kg leaked out on to CP property. Emergency officials notified area residents of the spill but felt there was no need for evacuation.

Driver walks away from train-car collision

An Oxford Mills man is lucky to be alive after he ran his car into the side of a moving freight train.

Shortly after 2:30 p.m. yesterday, a man was driving southbound on County Road 18 when he drove into the side of an eastbound Canadian Pacific freight train.

According to the OPP, it was a level crossing and both the lights were flashing and the guard arm was down.

The crash occurred about four kilometres west of Kemptville.

While the accident was serious, the injuries were not. The man was taken to Kemptville Hospital and treated for what police described as minor injuries.

The OPP say charges are pending against William Harper, 68, of Oxford Mills.

Freight train slams into car killing driver

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

By Jake Rupert

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

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

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

However, this crossing would be different.

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

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

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

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

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

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

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

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

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

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

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

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

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

26/07/2000 *Ottawa Citizen*

Winchester

Monkland

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20/09/2000 *Ottawa Citizen*

Winchester

Woman, 69, injured after train hits front of pickup truck

A woman was seriously injured yesterday when her pickup truck was hit by a freight train in North Dundas.

Shortly after 4 p.m., Catherine Whetter, 69, was driving a Dodge Dakota off her farm when a westbound CP Rail freight train, which crosses her property, struck the front of her vehicle and sent it crashing into a ditch.

Ms. Whetter was rushed by air ambulance to the Civic site of the Ottawa Hospital, where she was treated for a broken arm, fractured ribs and head injuries.

OPP investigators said it appeared Ms. Whetter mistakenly stopped her truck too close to the train-crossing, leaving the front of the vehicle in the path of the train.

Sgt. Dave Springer, in charge of the investigation, said Ms. Whetter was very lucky to survive the impact. The train was travelling at about 80 kmh.

"She's very fortunate," he said. "Another foot and the cow-plow on the front of the train would have hit the occupant area. Once that occurs, the chance of survival is very low."

Investigators said it also appeared the trailer hitch on the back of the truck punctured a fuel tank on the engine of the train, which spewed about 1,000 gallons of fuel over the area. Ontario Ministry of Environment officials arrived after the accident to clean up the spill.

Ms. Whetter was listed in serious condition last night

Fuel Tank Punctured as Train Derails

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

By Don Campbell

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

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

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

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

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

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

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

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

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

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

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

07/02/2009 *Ottawa Citizen**Winchester**Dalhousie Mills*

No injuries, safety issues after train derails in Quebec

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

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

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

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

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

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

07/02/2009 *Ottawa Citizen**Winchester**Dalhousie Mills*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

14/05/2010

CBC News

Winchester

Smiths Falls

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

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

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

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

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

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

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

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

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

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

16/05/2010

Ottawa Citizen

Winchester

Smiths Falls

Regular service resumes following derailment

Regular service for train passengers travelling between Ottawa and Toronto resumed Friday after a CP freight train derailed in Smiths Falls Wednesday afternoon, a press release said.

VIA Rail anticipated some minor delays Friday due to rail congestion.

Buses had been replacing trains travelling westbound from Ottawa. Eastbound trains from Toronto terminated at Brockville, with passengers bused the rest of the way.

The derailment involved seven loaded grain cars, a CP spokesman said Wednesday. The cars stayed upright, but damaged the track. No one was injured in the 3 p.m. incident.

VIA Rail advises passengers to phone 1-888-842-7245 or visit www.viarail.ca for updates.

07/02/2012

Ottawa Citizen

Winchester

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

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

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

No other information was immediately available.

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

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

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

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

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

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

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

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

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

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

17/07/2018 Journal de Montreal

Winchester

De Beaujeu

25 wagons dans le champ, un dans la rivière

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

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

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

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

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

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

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

Personne n'a été blessé.

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

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

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

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

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

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

From Google Translate:

25 cars in the field, one in the river

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

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

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

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

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

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

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

No one was hurt.

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

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

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

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

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

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

17/07/2018 CTV News

Winchester

De Beaujeu

Freight train derailed in Saint-Polycarpe; no injuries

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cleanup Begins After CP Train Derails West of Montreal

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

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

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

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

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

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

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

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

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

Investigation Underway

The cause of the derailment is still unknown.

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

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

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

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

A spokesperson has not yet returned a request for comment.

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

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

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

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

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

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

Railway Partially Reopens After CP Derailment West of Montreal

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

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

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

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

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

No one was hurt.

The cause of the derailment hasn't been confirmed.

The Transportation Safety Board is investigating.

Winchester Ontario - If you've driven past any part of the Canadian Pacific (CP) rail line in North Dundas recently, you may have seen some changes, including a track being removed.

CP, which constructed and has operated the line since the mid-1880s, is upgrading a 100 kilometre section of its railroad line between Smiths Falls and Dorion, Quebec.

The line is part of the company's Toronto-Montreal and transcontinental routes.

"CP is continuously looking for opportunities to improve its track infrastructure," said Andy Cummings, media relations manager for the company.

The project involves removing one track of the Smiths Falls-Dorion line, known as the CP Winchester Subdivision, and installing four long passing sidings.

Those sidings are located between Merrickville-Kemptville, Inkerman-Winchester, Finch-Avonmore, and Apple Hill-Green Valley.

CP crews began working on the project in early 2020 preparing the site for the upgrades, which include considerable track-work and changes to grade crossings. In addition to track-work changes, the railroad is replacing a nearly 100-year-old signal system with a new Centralized Traffic Control (CTC) system.

The decommissioned second track sections are being removed for reuse.

"CP plans to redeploy the quality track materials elsewhere on CP property," Cummings said.

The company is also in the process of integrating and upgrading a newly-purchased rail line between St. Jean, Quebec, and Bangor, Maine.

"This project will create a safer, more efficient, rail network," he added.

Cummings did not provide a specific cost for this upgrade, or if existing customers on the line will see any impact to service.

The project is expected to be completed by early 2021.

Cutting Ties by Craig Stevenson

A photo of the near past spurs thoughts of railway evolution at Bedell.

The view is enticingly familiar but largely gone—and it reflects a world that has changed immensely in a short span of time. This photograph of the Bedell rail junction surfaced recently on a social media page devoted to regional railway interests. It was taken on October 13, 1993, by railway photographer Michael Shufelt, a frequent visitor to the area in the 1990s.

Its emergence is timely. Bedell is changing, as is the Canadian Pacific line between Smiths Falls and Montreal. The signal system has been updated and the line has, along most of this distance, been reduced from a double to a single track. Bedell is also being cleansed of those remnants of its earlier life as a junction of rail lines that connected various eastern Ontario communities.

The photo looks east toward the junction and is taken from a vantage point on the south track not far from where Bedell Road now crosses the line. The road surface is still gravel, and the fringe of land between the road and the rail lines is not yet overgrown with brush.

The first two tracks on the left are the sidings for rail cars being taken to and from Ottawa. Here we see a local freight—the "Ottawa turn"—taking a string of cars off the siding, onto the mainline, and then turning onto the single track of the "Prescott subdivision". In the distance—and to the immediate left of the caboose at the rear of the train—the locomotives are approaching the level crossing where the track crosses Bedell. From there, the train will enter Kemptville to move a car or two at the line into the Co-op feed mill on Van Buren before continuing to Ottawa.

Rail freight between Bedell and Ottawa ceased in 1997, and this line is now the "rail trail" through Kemptville. Aside from remnant telegraph poles and scattered bits of rotting wooden ties, only the railbed itself reminds the trail walker of this pathway's previous life.

And those sidings to the rear of the caboose? Long out of freight service, CP parked maintenance-of-way equipment on them until last year, when they were severed from the main line as part of the current modernization project. In early November, the rails were lifted, leaving behind a scarred line of ties. The switch stand immediately behind the caboose is still in place, a small monument of sorts to the junction's past life.

Down the middle of the photo is a familiar sight—the County Rd 44 overpass—and a now-removed "crossover" track. The double-tracked mainline remains here, though technically the north (left) track is a passing siding, one of several between Smiths Falls and Montreal facilitating the passage of trains moving in opposing directions.

To the right, a line of boxcars occupies the nearest of two south siding tracks. This siding track remains as a parking spot for work trains operating in the area. The most notable feature here is the cantilever signal bridge looming over the line of cars. That signal bridge features in Bedell photos dating back to the era of the steam locomotive. It stood as a disused but notable landmark of the junction until early November, when it too was torn out. Its crumpled length currently lies at the edge of the Bedell yard.

Along the boxcar tops can be seen the crossarms of the old telegraph system, as dead to use then as they are now. Today, they are largely hidden by overgrowth. To their right, the turnoff to the old Prescott line remains in abbreviated form as a short industrial line south to Oxford Station.

The cumulative visual effect contrasts with what one sees at Bedell today. Aside from east-west mainline rail traffic, only the local train to Oxford Station allows the site to qualify as a junction of any sort. That reflects another story—one of broader technological and economic change. For as an economy goes, so goes the structure and scale of its supporting infrastructure.

So long as those vestiges of the past remained, it was possible to see the character of a world that has disappeared rapidly in the past two decades. The newly-scrubbed scene is one of technological efficiency, and a telling sign of an economy that has jumped up to a global scale. Today's Bedell is little more than a backdrop to a rail system connecting Montreal and Saint John to Toronto and Chicago and Vancouver.

This too has consequences. The realignment of the CP system also reflects the wave of de-industrialization that has swept eastern Ontario and beyond, producing economic dislocation, manufacturing unemployment, and much of the political turmoil characteristic of our age.

And in that, this view of an everyday scene is a revealing look at so much more than trains.