

CANADIAN  
PACIFIC  
RAILWAY

LINDSAY,  
BOBCAYGEON &  
PONTYPOOL



# REAR END COLLISION AT PETERBORO

## TWO FREIGHTS COLLIDE ON C.P.R.

Peterboro Times:—About 6.30 o'clock last evening, a freight from the west pitched into the rear end of another freight which was doing some shunting on a siding on the C.P.R. main line. The van and a car of furniture and a car of merchandise were smashed to kindling wood, and every thing in them destroyed. Two first-class coaches, which were empty were badly wrecked. One was a brand new Intercolonial coach just out of the shops and had never been used, while the other was a C.P.R. day coach. The main line was blocked until 10 o'clock.

The auxiliary came up from Havelock with all the available men and cleared what they could of the wreck: then they removed the main line track several feet north, which allowed passenger and freight trains to proceed on their way. The damage will run into several thousand

dollars. Mr. Pinchin, of the C. P. R. detective, notified Chief Howard of the local brigade as soon as the wreck occurred, and asked him to be prepared to render assistance in case the wreckage caught fire. The Chief ordered his buggy with two men and fire extinguishers to go to the wreck at once. Just as the firemen arrived, the wreckage caught fire in two places, but the firemen, being right on the scene, were enabled to extinguish the blaze before it got any headway.

This accident occurred in exactly the same place as another serious accident happened about two years ago, when a rear-end collision happened and some trainmen were injured and sever freight cars of merchandise were demolished by fire.

Fortunately no persons were injured in last night's accident.

June 21  
1912

Lindsay Post

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### TRAIN JUMPED TRACK

An east-bound C.N.R. freight jumped the tracks at White's Crossing, near Mr. Andrew Haig's farm, on Monday morning wrecking the engine. The strong wind of Sunday night blew a piece of the cattle guard across the track causing the engine to jump the track and fall over on its side. The engineer, fireman and brakeman escaped unhurt. The early mail train from Belleville was held up for about 2 hours.

November 20  
1924  
Campbell Ford

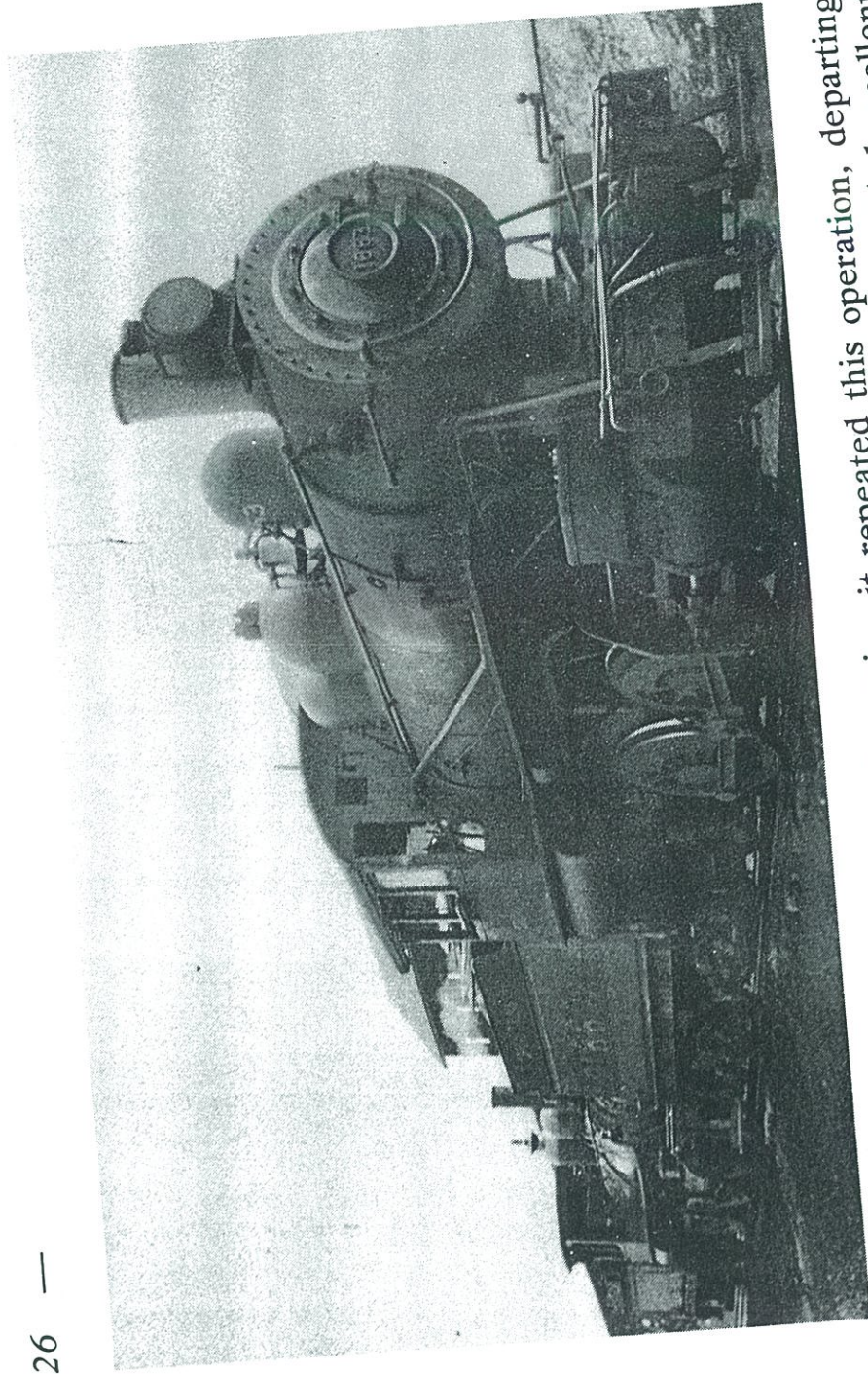


## ACCIDENT SHOULD PROVE A WARNING

Bobcaygeon Independent: Master Bradford Moore had a very narrow escape from being crushed to death on Saturday. After the noon train arrived in Bobcaygeon, Bradford and a companion managed while the train crew were busy, to get on the engine pilot unobserved. The pilot, commonly called the cow-catcher, is a V-shaped wooden guard immediately ahead of the front wheels, extending from one rail to the other, and suspended about three inches above the rails. The intention is to throw off anything that may be on the track. It is impossible for the driver or firemen to see boys on this pilot, only the top of the head of a very tall man is observable. The two boys were riding on the pilot and when the engine was reaching the far switch, beyond the round house, they jumped off. Bradford, in jumping, slipped and fell with his thighs on the rail and fell in the track. For a moment he tried to roll out, but the pilot gripped the thigh on the rail, then he clawed along the gravel with his hands, as the pilot shoved and squeezed his legs along the rail. Fortunately the engine was stopped when he fell, and came to a dead stop before his legs got passed under the pilot, for the front wheel is immediately behind the pilot. When the engine stopped he was halfway under the pilot and within eighteen inches of the wheel. As the engine reversed and backed for the switch, the boy was liberated and the yelling of the lads attracted the fireman. Mr. Phillips jumped off and ran to the boy, expecting to find that he had been run over. Picking him up he discovered that the boy could stand but the legs were so jammed that he could not move them. One boot was nearly torn off and his pants were torn. Phillips carried him to the baggage car, the boy's chief distress being as to how he would get home, and what his mother would say at destroying his clothes. He was delirious on Sunday but is now recovering, no bones being broken, thighs crushed, and body bruised.

June  
14  
1912



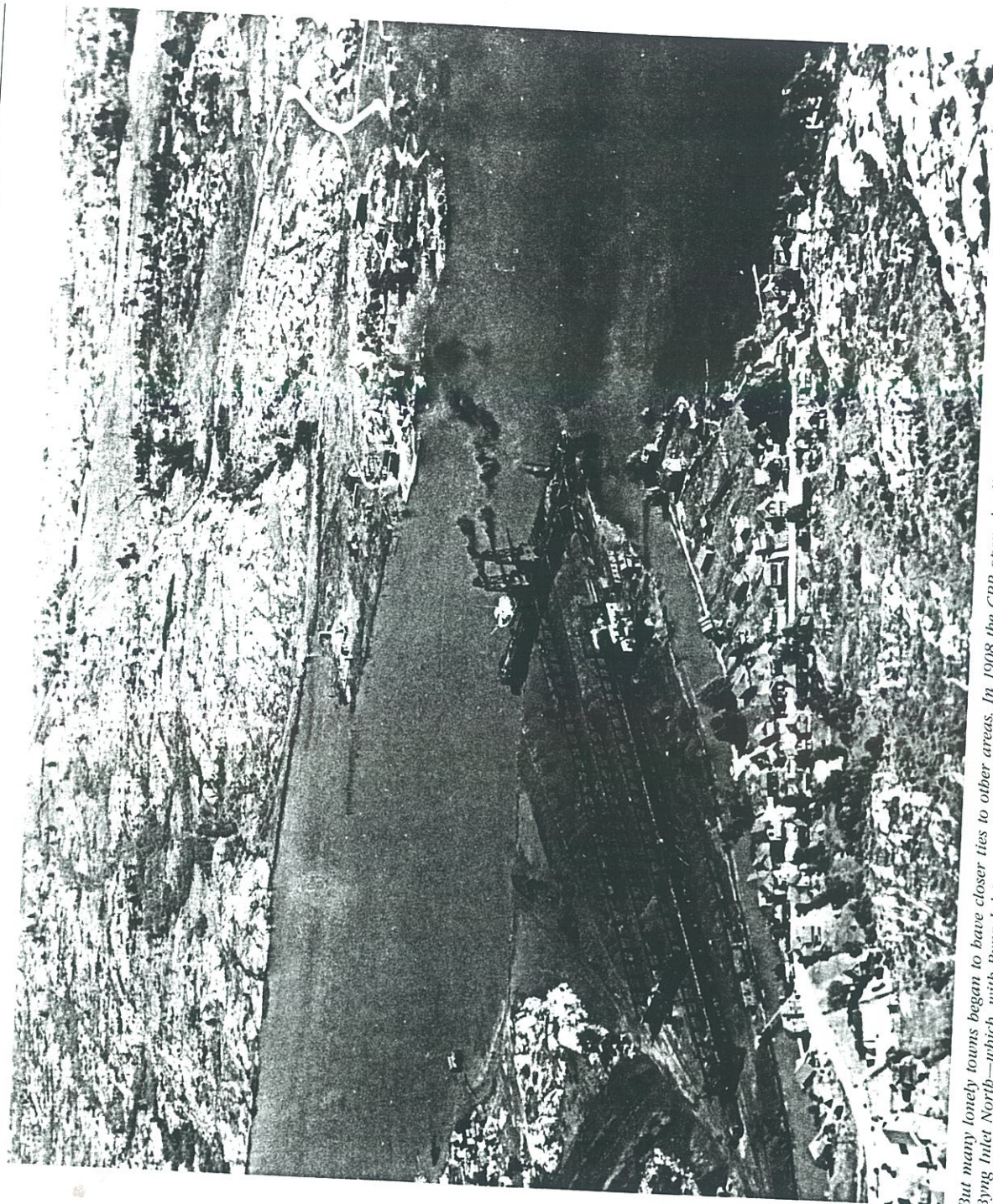


Grand Trunk 1663 and  
at the shop at Tiffin w  
the shops were located  
mile east of Midland Sta  
They were the yard eng  
used at Midland and  
photo was taken on a Su  
afternoon in 1915.

Bobcaygeon. In the afternoon and evening it repeated this operation, departing from Lindsay around 3:30 p.m. and returning at 8:00 p.m. which provided excellent service to and from Toronto. A mixed train left North Toronto station around midnight and arrived at Lindsay about 5:00 a.m. It did the necessary switching and in the late afternoon returned to Toronto. On week ends during the summer months a passenger train ran from Toronto to Bobcaygeon and returned to Toronto on Sunday nights for the benefit of tourists.

During the late 1920's with the improvement in roads, trucks and automobiles traffic on the railway fell off and the service was reduced. With the of the bleak depression days when all business dried up, the C.P.R. decided to discontinue the service and Burketon Junction and obtained The





But many lonely towns began to have closer ties to other areas. In 1908 the CPR opened a line from Parry Sound to Sudbury, passing close to Bying Inlet North—which, with Bying Inlet proper, formed what had been an isolated lumber settlement at the mouth of the Magnetawan River. In 1910 the railway built a large coal dock at the wildest place on the river there, renaming the town Britt. Coal came in by steamer, mainly from Pennsylvania. Initially it was intended only for use by the railway itself, but soon it was being distributed throughout the North Country by rail. As the lumber business at Bying Inlet gradually faded, residents moved across the river to Britt, which soon became the larger of the two towns. A freighter unloads coal there. — Great Lakes Historical Society