
Alexandria sub.

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Dec-1898 Page 261

President Booth states that plans are being prepared for a Union Station in Ottawa to cost about \$130,000 and to accommodate the three lines now running into Ottawa. The station will extend from the present building at the canal basin over the vacant lot of land to Rideau St., with and entrance from Sapper's Bridge. There will be a train shed in the rear. The lower floor will be used for waiting rooms, ticket offices and dining hall and the upper floors will be devoted to railway offices. The building will be of stone and brick and it is expected the work will be commenced early next spring.

01-Mar-1899 Page 75

Arrangements have been completed whereby through freight service will be inaugurated between Montreal and Ottawa, trains running solid between these two points obviating the changing of engines and crews at Coteau Jct. This means that the freight service between Parry Sound and Montreal will be placed on precisely the same footing as passenger service has been for some years. This business will be centralized in Montreal and Ottawa and Coteau Junction will become merely a wayside station. As a point of grain shipment its history has closed.

01-Jun-1899 Page 170

ICR sleepers now run through between Halifax and Ottawa going over the GTR and Canada Atlantic west of Montreal.

01-Aug-1899 Page 235

Heavy rail will soon be laid from Ottawa to Bearbrook, 20 miles, which will complete the heavy rails to Coteau and will permit of faster running time.

01-Sep-1899 Page 261

Large quantities of cheese are being shipped on the Canada Atlantic at stations between Ottawa and Montreal.

01-Jun-1901 Page 170

E.J. Chamberlain, speaking of the proposed short line of 100 miles between Ottawa and Montreal, recently stated that two routes were being surveyed. The first plan is from Glen Robertson to the GTR bridge at Ste. Anne's 20½ miles from Coteau ; the second from Glen Robertson by a tangent to Ste. Marthe, St. Lazare across the County of Vaudreuil, up to l'Isle aux Tiurtes, three miles above the bridge at Ste. Anne, then directly to Montreal. It was reported later that a route from St. Justine to Vaudreuil was also being surveyed, and Mr. Chamberlain has stated that the CAR is satisfied with the latter route and will proceed with the permanent location. This cut will shorten its mileage between Ottawa and Montreal by 8 miles, the total distance between the two points by the proposed new route being 108 miles. The piece of line to be constructed on this route would be 16 miles long. It would leave Coteau Junction off the main line. The gradients would be about 5 ft. to the mile. Concrete arch structures would be built over all streams.

Since the above was written we have been officially informed that, while the St. Justine - Vaudreuil route has been decided on, nothing is being done about construction, as the management feels there is no object in spending money to reach Montreal by a shorter route, until the Dominion Government takes some measures to improve the port. Although an appropriation of \$1,000,000 has been voted by Parliament for the last named purpose, there is no sign of any action being taken to expend it.

J.R. Booth says the building of the Central Station in Ottawa will be commenced in Sept. the government not giving up possession of the militia stores until then.

01-Nov-1901 Page 332

The reports that the construction of the proposed cut off from Glen Robertson to Vaudreuil, which was surveyed in the spring would be proceeded with immediately, are, we are officially informed, incorrect. (June pg. 170.)

01-Dec-1901 Page 375

The CAR is reported to be building at its Ottawa shops 2 parlour cars for use between Montreal and Ottawa.

01-Jan-1902 Page 12

The CAR was recently reported by the daily press to be about to build 2 parlour cars for the Montreal - Ottawa service. We are officially informed on Dec 4 that the Co. was not doing any such work

01-Jul-1902 Page 238

Sir Thos. G. Shaughnessy, President CPR left Montreal May 31 on his annual tour of inspection of the line to the Pacific coast, travelling most of the way by special train in his private car Manitoba. .. At Ottawa Sir Thomas' special was stopped at the Central station by blocks placed on the line by the Canada Atlantic Ry. for the purpose of preventing the CPR using the station for through traffic, which obstacles have since been removed by agreement at the instigation of the Railway Committee of the Privy Council.

Fast run on the CAR.

The CAR has from time to time made some very fast runs in connection with express service between Montreal and Ottawa. The latest and fastest was made recently; the train consisting of five cars, including the private car of C.M. Hays, Second Vice-President and General Manager of the GTR, left the Central Station, Ottawa at 8.20 a.m. for Montreal. The cars were hauled by engine number 618 with engineer Ferguson in charge. This engine is probably the finest and fastest passenger locomotive in Canada, and with the mate, engine No. 620, comprise the most interesting pair of locomotives in America today. Very little is said or even known to the general public as regards the great running powers of these engines, but their work on the eastern division of the line is conclusive evidence of their speed and endurance. After leaving Ottawa the train clipped along at an exceptionally fast pace, but owing to unforeseen delays at crossings, due to other trains and certain connections, the express arrived at Coteau Junction about seven minutes behind its schedule time. A short stop at Vaudreuil, and it was at this point that the engineer determined to make extra fast time. In a minute the engine was under full steam, and from Vaudreuil to a point a little west of Dorval the express flew along at the record speed of exactly one hundred miles an hour, or a mile in 36 seconds, arriving at Bonaventure station, Montreal, on time. When the train stopped, Mr. Hays, Senator Cox and other gentlemen who were on the train, made a minute inspection of the engine and the party congratulated Ferguson on his splendid run.

In conversation with a press representative Engineer Ferguson said that he felt certain that there was a speed of one hundred and ten miles and hour in his engine if he had occasion to put her to the test, and that he could make the run from Ottawa to Montreal, a distance of one hundred and sixteen miles, in one hour and fifty minutes without any great effort. The engine, which has driving wheels 7ft. 6 in. was built at the Baldwin Locomotive Works two years ago.

01-Jun-1905

Page 247

D. McNicholl, Vice-President CPR was in his private car Matapedia when a shunting engine backed violently against it at the central Station, Ottawa, May 8. Mr. McNicholl was thrown from his berth but was uninjured.

01-Dec-1906

Page 727

An 85 car siding has been completed at Casselman, a 100 car siding at Alexandria.

01-Feb-1907

Page 101

A new agreement between the GTR and the government for the lease of the canal reserve at Ottawa for the purpose of a central station was signed Jan 7. the lease is for 999 years, the rental being \$1,100 a year, to be readjusted every 21 years. The station building is to cost at least \$250,000, to be under the control of the GTR, but terminal facilities are to be afforded to other companies in fair terms. The Sparks estate, which originally granted the land to the Crown for canal purposes objected to its utilization for railway purposes, and an agreement was reached whereby the estate was to receive \$80,000 in full settlement of its claim. Plans are to be prepared by the company and submitted to the Government for approval within six months.

01-Jul-1909

Page 495

The line in the vicinity of Carlsbad Springs is being raised. A large area of land has been acquired at Moose Creek, 20 miles further on for use as a ballast pit, in connection with the ballast operations on this line. It is also intended to erect a new station at Moose Creek.

01-Jul-1910

Page 537

It is reported that negotiations are in progress between the company and the Dominion Government which will result in the building of a second track between Coteau and Ottawa, which would give double track connection between Montreal and Ottawa, 116 miles. The Montreal-Ottawa trains run over the existing double track line to Coteau Jct. 38 miles, so that the second track will be required in 78 miles, which forms part of the CAR. The general understanding is that the projected work is being contemplated in connection with the completion of the National Transcontinental Ry. One of the GTR's plans is the building of a branch southerly to Ottawa and if a double track were provided from Ottawa to Coteau Jct. trains from the west could be taken into Montreal without disturbing the present traffic.

01-Apr-1911

Page 335

We are advised that plans are being prepared for some changes at the round house and machine shop at Ottawa East, but that at present it is impossible to state definitely what the changes will be or when they will be made.

01-Apr-1911

Page 335

Canada Atlantic Division. During the current construction season, it is proposed to do considerable work in the way of filling in trestles and to build several new bridges. The work of filling in trestles has been in progress ever since the GTR took over the whole line, and it is expected that the whole work may be completed this year.

01-Aug-1911

Page 737

The new coal chutes east of the Rideau Car shops, Ottawa, are nearing completion. It is stated that owing to the delay in settling the railway entrance plans that work will not be started this year upon the erection of the additions to the shops.

01-May-1912

Page 246

We are officially advised that the relaying of the line between Coteau and Ottawa, 70 miles, with 80 lb. steel will be started as soon as the frost is out of the ground.

01-Sep-1918 Page 390

The freight sheds at the GTR central station, Ottawa, were destroyed by fire started by an explosion of a tank of gasoline, Aug. 16. The loss is placed at: freight shed, \$15,000; twenty eight freight cars, \$20,000; contents of freight shed and cars, \$50,000. The freight sheds were 800 x 40 ft.

01-Mar-1921 Page 131

A proposal is under consideration at Ottawa for building a bridge over the Rideau canal and the GTR tracks at Somerset St., and the city's board of control is reported to have decided Feb. 11 to ask the GTR to pay part of the cost.

01-Feb-1926 Page 65

Notice was given by the CNR on Dec. 18, 1925, that at the expiration of a month from Dec. 26, 1825 it would apply to the Board of Railway Commissioners for a recommendation by the Board to the Governor in Council to sanction an agreement entered into between the CNR and CPR providing for the joint use by them of the station and certain other facilities at St. Polycarpe, now De Beaujeu for 20 years from May 1, 1922. St. Polycarpe, as the station is still named in the latest time tables to hand, is on the CNR's Montreal-Ottawa line formerly CAR, 44 miles from Montreal and 6.92 miles from Coteau towards Ottawa. On the CPR's Montreal-Toronto line it is 40.2 miles from Montreal.

01-Jun-1928 Page 343

New 85 lb. rails to be laid Coteau and Alexandria, 15 miles.

01-Jul-1928 Page 406

CNR is running 15826 hauling trailer 15742 between Montreal and Ottawa via Coteau, one round trip a day.

01-Dec-1928 Page 718

Car 15826 hauling trailer 15743, on run 20, operates between Montreal and Ottawa via Coteau, as trains 615 and 616 one round trip a day.

01-May-32 Page 241

The Board of Railway Commissioners passed order 49398 approving plan of proposed repairs to Laurier Avenue bridge. the repairs are being done by railway forces at the time of writing, April 15.