
Beachburg sub.

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

01-Jan-1907 Page 31

The plans for the line from Ottawa to Key Inlet have also been files and have been approved in part by the Board of Railway Commissioners. The plans show a line from Ottawa to Fitzroy Harbour, then crossing the Ottawa River, running very close to Norway bay, Bristol and Portage du Fort. At this point it cuts across the peninsular, of which Beachburg is the centre. Thence the line passes about 10 miles to the south of Pembroke, and traverses the height of land to Key Inlet, Georgian Bay.

01-Oct-1910 Page 855

Application has been made to the Board of Railway Commissioners for the approval of the location plans for the first five miles of the line from near Hurdman;s Bridge skirting south of the Rideau River. This is the eastern end of the line now under construction from Toronto.

01-Mar-1911 Page 231

Surveys are reported completed for a line from Rideau Jct. on the Toronto - Ottawa line , about 6 miles south-west from Ottawa, to Port Arthur, effecting junction on the way with the line from Toronto, via Sudbury, now terminating at Gowganda Jct. The route laid out is said to cross the Ottawa River at Fitzroy Harbor and to return to the Ontario side of the river at Portage du Fort, entering Pembroke from the rear, and on to Petawawa, skirting the south end of the military reserve and following the valley of the Petawawa River through a section of the Algonquin Forest Reserve to Cedar Lake, then crossing a low divide to the collecting basin of the Amable du Fond.

01-Sep-1911 Page 839

The Ottawa-Sudbury or French River section, as it is often called, is in many ways one of the most interesting sections f the CNR system. The Toronto and Sudbury lines come out of Ottawa together for some 5.5 miles to Rideau Junction where they bend in opposite directions, the Sudbury line heading north west for over 30 miles to the Ottawa River. The work is light and the alignment is very good indeed. the only interesting features being the two overhead crossings of the CPR at Bells Corners and the GTR at South March. At mileage 28 from Ottawa the line crosses the Ottawa River into Quebec province, at the outlet of Chats Lake. The crossing is about 2,500 ft. long with one span of 250 ft. and a number of shorter ones. All foundations are on rock and never submerged more than a few inches below low water. Through the county of Pontiac the work is again light to Portage du Fort, where the Ottawa is again crossed. The river is narrower at this point but the grade much higher (about 50 ft. above high water). There are three spans of 200 ft. each and a number of shorter ones, the deepest foundation being 18 ft. depth at low water. The location as described above was the subject of considerable study and discussion, as it seemed quite unnecessary to cross the Ottawa River twice and leave the towns of Arnprior and Renfrew to one side. It was found, however, that the location of the Canada Atlantic and the CPR on the south side of the Ottawa, through both these towns, and of the latter along the immediate bank of the river made it impracticable to secure a reasonable share of the traffic, and at the same time to get good alignment and grades, and two crossings of the CPR would have been necessary, and there would also have been heavy crossings of the Mississippi, the Madawaska and the Bonnechere. As a government aided road also it seemed in better taste to strike out into new territory and avoid direct competition with the older lines.

Crossing back into Ontario at Portage du Fort, the line passes through a very rich country centred in Forresters Falls, Beachburg and Westmeath, and, crossing the CPR again, overhead about three miles east of Pembroke, runs into the latter town at the 86th mile line, where the Muskrat river is crossed, in the valley of which is the GTR branch, necessitating a high bridge to clear it overhead. A mile further on the line crosses the Indian River, a comparatively small stream. The natural route from this west is, of course, the Ottawa River, but not only are the shores very bold and precipitous, but the CPR fully covers the territory and the CNR would again have laid itself open to the charge of unnecessarily paralleling the older road. The valley of the Indian River was therefore taken to its source near grand lake and then the Petawawa River valley. This occupies a great depression running parallel to the Ottawa River and generally about 25 miles distant. An enormous quantity of pine timber has come down this river in the last 40 years and it is still coming. The route follows the river closely from Lac a Travers to the head of cedar Lake which is a great sheet of water ten miles long and two miles wide forming a collecting basin for the several branches. The northern one is followed past Cauchon Lake, the line going over a low divide to the Amable du Fond.-- There are some few 6 degree curves and one or two 8 degree but the standard is 4 degrees and is seldom exceeded. In the canyon of the Petawawa River below Cedar lake and at one or two other points there is some heavy side hill work in rock. The most interesting features are the two bridges over the Ottawa and the almost complete avoidance of grade crossings of other roads. There are seven crossings of other railways between Rideau Jct. and North bay and in all but one (the T&NOR) grade separation is effected.

01-Oct-1911 Page 953

In connection with the Ottawa-Sellwood Jct. of the main line, it is stated that the delay in the letting of the contract is due to the fact that certain diversions will have to be made from the route as at present laid out and that as a consequence it will be some little time before the new plans and specifications can be prepared.

01-Dec-1911 Page 1145

No announcement has been made in regard to the construction of the portion of the main line between Rideau Jct. near Ottawa and the junction with the Toronto-Gowganda line in Capreol, but we have reason to believe that contracts will be let in the near future to J.P. Mullarkey for the work between Rideau Jct. and Pembroke and to Angus Sinclair for the work between Pembroke and Capreol tp.

01-Jan-1912 Page 32

Westward from Ottawa, contracts have been let to J.P. Mullarkey for building the line from Ottawa to Pembroke, 90 miles, and to Angus Sinclair for building the line from Pembroke to Capreol tp. 220 miles.

01-Feb-1912 Page 74

The Board of Railway Commissioners has authorized the company to use for construction purposes only, pending the completion of an interlocking plant, a crossing of the CPR at Chaudiere Jct. Ottawa.

Press reports from Ottawa states that G.H. Shaw, General Traffic Manager, is negotiating with business interests in the city regarding the building of a spur line to serve the industrial concerns west of the CPR tracks near Carling Avenue.

The construction of the Ottawa-Pembroke section of the line to Port Arthur, the contract for which has been let to J.P. Mullarkey, covers the building of two large bridges. That above Chats Falls on the Ottawa River will consist of 20 spans, while that at Portage du Fort will be somewhat smaller. The Board of Railway Commissioners has approved the revised location of the line between mileage 162 and 176 in this section.

01-Mar-1912 Page 137

West of Ottawa J.P. Mullarkey has the contract etc. piers and abutments of the two bridges, 2,600 ft. and 1,200 ft. long respectively are being made. (Fitzroy and Portage du Fort).

01-Apr-1912 Page 178

On Oct 13, 1908, the Minister of Railways approved a route plan for a line from Ottawa to Key Harbour. The route plan of the Ottawa - Port Arthur section of the Montreal - Port Arthur line, which are now being approved in short sections by the Minister, follow the route of the line approved in 1908 as far as Chisholm tp.

01-May-1912 Page 231

The Board of Transport Commissioners has approved of location and revised location plans as follows:- for 0.60 of a mile in Litchfield tp. at mileage 59 from Ottawa.

01-Aug-1912 Page 400

From a point outside Ottawa to Pembroke, 90 miles, grading is being pushed forward, J.P. Mullarkey being the contractor for this work. It is expected to have track laid to Fitzroy harbour, 25 miles, this year.

01-Sep-1912 Page 454

Construction has been started on the section of line from just outside Ottawa towards Pembroke. The work starts at Hogs Back and the route is through Fitzroy Harbour and Portage du Fort, but does not run into Pembroke. It crosses the CPR in Pembroke tp. and the GTR in Stafford tp. and then follows the valley of the Tuchon river for a considerable distance.

01-Oct-1912 Page 510

The taxpayers of Pembroke have passed a by-law granting \$25,000 cash bonus, free water and exemption from certain taxes in return for which the town will be made a divisional point.

The Board of Railway Commissioners has approved of revised location plans for the line through Westmeath and Pembroke tps.

01-Jan-1913 Page 33

On this section 35 miles of track were laid during 1912.

01-Mar-1913 Page 119

There are two large bridges under construction across the Ottawa River - one at Shaw (sic) Falls, 1,800 ft. long, the other at Portage du Fort, 1,300 ft. long.

The Board of Railway Commissioners has approved of location and revised location plans for the following sections of line. In Nepean tp. mileage 5.53 to 14.3.

01-Aug-1913 Page 381

Sir Donald Mann, in an interview July 4, is reported to have said -- A 15 stall locomotive house is to be erected at Rideau Jct, the point of junction of the Ottawa-Port Arthur line with the Ottawa-Toronto line; these buildings will be erected in the triangle made by the convergence of the two lines. The line is under construction from this point to the junction with the line running northerly from Toronto, but this section will not be completed until next year. Track has been laid for 150 miles westerly from near Sudbury and for 127 miles easterly from Port Arthur, on the remaining section of the line, and gangs are laying steel to connect the two sections.

01-Sep-1913 Page 405

Full article CNOR line Montreal-Port Arthur

The main line follows up the Rideau River and crosses it near mile 122. The Toronto branch leaves at this point, which has been called Rideau Junction.

We were officially advised Sept. 9. The line between Montreal Island and Hawkesbury is practically finished but for the completion of the bridges at the Montreal end; the section between Hawkesbury and Ottawa is in operation, and the mileage between Ottawa and Rideau Jct., the point where the line to Toronto separates, is also completed but has not yet been opened to traffic. Between Rideau Jct. and Capreol the line is under construction, and we were advised Sept. 17 of the following state of construction on this section: Grading from Ottawa to Pembroke, 56% completed; grading from Pembroke to North Bay, 45% completed; grading from North Bay to Capreol; 86% completed. Track has been laid from Capreol, mileage 313 from Ottawa easterly for 44 miles to mileage 269, from just west of North Bay, mileage 231 for 19 miles to mileage 250 and from just east of North Bay at mileage 227 to mileage 186, in all 104 miles. Track has also been laid from Rideau Jct. six miles, to mileage 12, and one half of mile of track has been laid to the crossing of the CPR at mileage 33 from Ottawa. The bridge work at Chats Falls, and Riviere des Prairies (sic - Portage du Fort?), is well in hand and it is expected that these will be completed this year. It is not expected to have the Ottawa to North Bay section finished until 1915, but it is expected to have the North Bay-Capreol section completed for operation about Aug. 1914. At Capreol the line joins up with the line originally built from Toronto to Sudbury. Sudbury is now upon a branch, the line having been extended and is now in operation to Ruel, 55.6 from the point of junction at Capreol. It is 545 miles from Ruel to Port Arthur, and it is expected to have the track laid through between these points early in January.

01-Jan-1914 Page 6

Divisional Yards on the CNOR - see pp. 6-8

01-Jan-1914 Page 29

Track was laid on 120 miles of the Capreol-Ottawa section during 1913. All stations section houses and other buildings up to mileage 200 have been erected.

01-Feb-1914 Page 73

Out of Ottawa, track is laid nearly to Pembroke.

01-Jun-1914 Page 272

Three spans of the 1,800 ft. bridge across the Ottawa River at Portage du Fort have been erected and preparations are going on for the erection of the 1,600 ft. bridge across the same river at Fitzroy Harbour. It is expected to have this stretch of 170 miles completed this year. The Pembroke-Capreol section is also expected to be completed this year.

01-Aug-1914 Page 374

The Board of Railway Commissioners has authorized the CNOR to make a connection with the GTR at Ottawa. The line between Ottawa and Toronto has been opened for traffic, and also the portion of the Montreal-Ottawa-Port Arthur line from the junction of the line from Toronto, this latter being operated as a through line from Toronto to Edmonton.

01-Oct-1914 Page 467

There is now continuous track between Pembroke and about 40 miles west of the Yellowhead Pass. -- From Hawkesbury the line is completed to Fitzroy Harbour. Work has been started on the superstructure of the 1,799 ft. bridge over the Ottawa River, which is expected to be completed in February next. From Fitzroy harbour to Portage du Fort, about 22 miles of grading has been completed and track laying and ballasting is to be finished this year. At Portage du Fort, where there is another crossing of the Ottawa River, the bridge is practically finished. From Portage du Fort to the bridge crossing of the CPR, about 7 miles east of Pembroke, 18 miles of track has been laid and ballasted so that the line has been completed from Ottawa to near Pembroke, about 87 miles with the exception of the bridges at Fitzroy harbour and the crossing of the CPR near Pembroke. The superstructures of the bridges at the crossing of the Montreal River and of the GTR at Pembroke are completed. From Pembroke track has been laid to Capreol, the junction of the line from Toronto.

01-Dec-1914 Page 546

The line is completed from beyond Ottawa to the Ottawa River at Chats Falls, where the bridge across the river was reported, Nov. 20 to be 30% completed. The grading is al completed to North Bay and the track is laid right through with the exception of about two miles in the town of Pembroke. One lift of ballast has been given on the line through to North Bay, except for about 15 miles, while a second lift of ballast has been given on about 100 miles of track to North Bay. It is expected that the steel bridge work on the line will be completed by Jan. 31, 1915. In addition to the ballasting the only work which will be carried over to 1915 will be the buildings at stations etc.

01-Nov-1915 Page 424

The section of line between Rideau Jct., just outside Ottawa, and Port Arthur, has been opened for freight traffic and will be opened for passenger traffic early in November.

01-Dec-1915 Page 474

The Board of railway Commissioners has authorized the building of an interchange track with the CPR near Ottawa. The coal handling plant at Rideau Jct. was reported, Nov. 12, to be practically completed.

CNOR bridges over the Carp, Mississippi and Ottawa Rivers. pictures.

On the Canadian Northern Ry.'s main transcontinental line, about 35 miles west of Ottawa, are four closely located bridges. The first bridge, over the Carp River, consists of two 75 ft. half through girder spans with a 200 ft. truss span between them. The next crossing, the Mississippi River, is of two 75 ft. half through and a 121½ ft. half through girder span, between the two 75 ft. spans. A mile farther down is the Stoney Creek bridge, which had three 85 ft. half through girder spans. The fourth is a long crossing over the Chats Rapids of the Ottawa River, and is made up of 10 deck girder spans, including 5 plate girder spans each 115 ft. long, 2 of 121½ ft., one 200 ft. through rivetted truss and one 280 ft. through rivetted truss spans. The total weight of the bridges is about 2,800 tons.

The masonry foundations were all in at the time the superstructure contractor's men arrived on the job on June 20, 1914. The plant arrived a day later and at the Carp River, driving piles and building falsework started at once. The easterly girder span was first erected, then the bottom chords and floor system of the truss span, were placed in position as fast as the falsework was built. The trusses were erected by a locomotive crane after the floor system was completed. An air hammer was used for driving the piles, air being supplied by a steam compressor, which was also used for driving rivets. This bridge was completed so that the construction trains crossed on July 16, 1914, and track laying was started to the Mississippi bridge and completed so as to allow erection of that bridge to start on Aug. 1, 1914.

A camp was established at this point and maintained until the erection work was started at Chats Rapids, at which point a splendid camp for use through the winter was built, and the men were made as comfortable as they could be at home. The river bed at the Mississippi is rock, so that a temporary timber bent trestle was erected, which permitted running out the girders on the cars, from which they were unloaded into place. The centre girders of the Mississippi River Bridge weighed 52 tons each, and were erected by using a gallows frame, in connection with the 50 ton locomotive crane.

Piles were driven at Stoney Creek, on which a temporary track was constructed, and the girders carried into place from a side track by the locomotive crane. These girders weighed about 25 tons each. This bridge was completed on Sept. 3, 1914, but a serious delay occurred after this. About the time the track was laid to Chats Rapids, the grader's locomotive upset in a sink hole, and a very difficult job of rescuing it was accomplished by calling in the Terry & Tench Co.'s erecting plant. The compressor was set up, and the pile driver used to build a trestle across the sink hole. Then the big locomotive crane was used to pick up the locomotive and set it on the track. This caused a delay of three weeks, and threw the erection of the Chats Rapids Bridge long into the late autumn and winter.

Work was finally started at Chats Rapids on Sept. 16, 1914, and a 25 ton guy derrick, having an 88 ft. mast and a 75 ft. boom, was erected alongside the track, about 200 yards from the first or easterly span, where a storage and sorting yard was established. The first span, 121 ft. deck girder, was erected after the temporary falsework was built, by using the same method as at Mississippi River. The next span was a 200 ft. through truss over deep water, running very swiftly, the bottom being rock with great boulders, making it very difficult to secure a safe footing for the piles. The piles used were 14 in. x 14 in. 50 to 60 ft. long, sawed British Columbia fir, with cast iron points. They were driven into the rock by the air hammer, sufficiently to get a good bearing. In addition to the deep water and swift current at this crossing, immense quantities of saw logs were constantly being floated down the river to mills at Hull, and other places, and it was necessary to keep watchmen day and night to protect falsework from destruction. On top of the falsework the bottom chords and floor systems of both the 200 and 290 ft. through spans were built, and the permanent track laid as the work advanced. From this track the trusses were erected by the use of the locomotive crane, the material being pushed in on cars by the railway locomotive from the sorting yard. The shopwork on these trusses was such that on the 290 ft. span the end posts, which were erected last, did not even require a wedge to be driven in order to connect them to the top and bottom chords. As all of the girder spans in this bridge were of the deck type, without cover plates on the top chords, the greatest care had to be used in handling them. The work of erecting this bridge, which was 1,589 feet long, was completed on Jan. 16, 1915, the camp abandoned and the plant shipped away. The falsework and a large part of the erection equipment was shipped to Troy, N.Y., to be used in building the Congress St. Bridge, across the Hudson River.

The falsework timber used in the whole of the above work was British Columbia fir of the best quality, cut for the purpose. In addition about 200 piles were purchased locally. Throughout the whole work there was not a single serious accident, and the health of the men was splendid. The contract for the fabrication and erection of the above work was let by Mackenzie, Mann and Co., to Canadian Allis-Chalmers Ltd., Toronto, who sublet the erection to the Terry & Tench Co. Inc. of New York. W. H. Grant, Manager of Construction, Mackenzie, Mann and Co., had general charge. C. T. Smith was Superintendent of the work for the Terry & Tench Co., and much credit is due him for the successful carrying out of the undertaking; Geo. Fisher was his assistant; Nicholas Dowd had charge of the locomotive crane. About 60 men were employed throughout the job, and were all hired locally. The contractors state that it would be difficult to get a better working force of men together. The weather in the summer was greatly in favor of the work, but storms in the winter caused some delay.

01-Jan-1916

Page 12

A track at mileage 249.75 from Todmorden to facilitate the transfer of cars between the CNoR and the GTR at Ottawa was built some time ago, but has not been used, until the issue of an order by the Board of Railway Commissioners, recently, the GTR having seriously objected.

01-Dec-1916

Page 490

The CNoR is building 6 houses at Brent for its trainmen. The houses are being built of sided timber faced three sides in the company's saw mills to 5 in. square and 6 in. square, the half round on the outside. The design of the houses is attractive, they having dormer windows on both sides of the roof with cornice, carried around, making a bell cast end. The interiors are being finished in paneled beaver board. The timber being sided with the saw makes it possible for each piece to lie close to the other, with oakum between which makes probably the warmest house that could be built for the cold climate of Northern Ontario. The method of construction is also claimed to make the houses slow burning in case of fire.

01-Mar-1917

Page 104

The residents of Norway Bay have asked the Board of Railway Commissioners to settle the question of the location of a station there. Three sites have been suggested, each of which is strongly advocated by special interests.

01-Jan-1919 Page 15

We are officially advised that a contract is about to be let for the erection of a steel bridge at mileage 147.4 on the Pembroke sub., where the Little Madawaska River enters Trout Lake, 10 miles east of Brent, the divisional point in Algonquin Park. The two abutments are 15 ft. and 17 ft. high respectively, and rest on very hard, compact sand and gravel formation about 6 ft. below the river bed. The superstructure will consist of a 68 ft. through plate girder span. The existing structure is a 6-span pile trestle bridge. The new bridge is being built in line with the company's policy of replacing wooden structures with more permanent work but its construction is being hastened owing to the fact the lumber companies wish to drive logs down the river in the spring, and the railway wants to give them a proper clearance for their drive.

01-Feb-1919 Page 80

Little Madawaska River bridge. We are officially advised that the contract for the construction of the abutments for the bridge over the Little Madawaska River, mileage 147.4, Pembroke sub. has been let to the Hyland Construction Co., Toronto. The steel superstructure is to be supplied from another point on the Canadian Government Railways.

01-Apr-1919 Page 192

Tenders were recently received for the following works:-

For the construction of 2 concrete culverts and 2 concrete abutments at mileage 17.1 and 17.5 on the Pembroke sub.

01-Jun-1920 Page 300

Tenders were invited recently for concrete abutments and pedestals, mile 82.4, Pembroke sub.

01-Aug-1920 Page 424

The CNR has built a connection with its Pembroke station to the GTR track, a mile and a half from the GTR Pembroke station, the length of the connection being one mile. The CNR has changed the name of its Pembroke station to Pembroke Jct. CNR local trains between Pembroke and Ottawa run to and from the GTR Pembroke station using the CNR line between Pembroke Jct. and Ottawa. CNR through trains between Montreal and Sudbury do not run to and from the GTR Pembroke station, but pick up and discharge passengers at the CNR Pembroke Jct. station. The GTR station agent at Pembroke, J.G. Vallier, is joint agent for both railways, the CNR Pembroke Jct. station being merely a junction point from which the agent has been removed, and at which only operators are stationed, who also sell tickets for the through trains. freight for Pembroke, collected on the CNR is taken to the GTR freight shed there, where delivery is made, and conversely shipments from Pembroke are received at the GTR station and handled by the CNR from Pembroke Jct.

01-Aug-1920 Page 426

Local CNR trains now operate between Ottawa Union station and Pembroke GTR station daily except Sunday.

01-Feb-1921 Page 78

The Pembroke station facilities and staffs have been consolidated. The CNR using the GTR facilities.

01-Aug-1921 Page 421

We are officially advised that a switch has been installed at Pembroke to give a connection between the CNR and GTR, the work involving only a small expenditure. the construction of the switch will permit GTR locomotives to use the CNR Y at Pembroke for turning purposes. (N.B. what about the GTR roundhouse at Pembroke?)

01-Aug-1922 Page 405

Contract has been let to Sherwood Construction.

Mile 87.1 Pembroke sub. crossing of the Muskrat river, The existing structure consists of 2 deck plate girder and one through plate girder spans, 40, 110 and 75 ft. long, respectively, with trestle approaches at each end, built in 1913. It is proposed to substitute for the trestle approach at the west end four 76 ft. deck plate girder spans resting on three new concrete piers and one new concrete abutment. the piers will be from 27 to 42 ft. high and the abutment about 27 ft. The most westerly span will cross a highway. The east trestle approach will be left in place until the timber has had its life.

Mile 106.6 from Hurdman, crossing the Indian River, south branch. The existing structure is a timber trestle 60 ft. high and 405 ft. long with a 30 ft. steel span over the river built in 1912, which it is proposed to replace by a steel viaduct consisting of three 40 ft., one 55 ft., and three 60 ft. deck plate girder spans resting on 2 abutments and 3 towers, the towers resting on 12 concrete pedestals. The abutments will be 26 ft. and 36 ft. high, respectively, and the pedestals will be from 12 to 20 ft. high.

01-May-1923 Page 209

CNR betterment - replacing 222 ft. pile trestle with concrete and steel girder bridge at Indian River, mile 98.3 Pembroke sub.

01-Jul-1923 Page 343

The Board of Railway Commissioners has authorized the building of a bridge over the north branch of the Indian River. We are officially advised that the bridge is at mile 98.3 Beechburg (sic) sub. and consists of a timber trestle of 14 bays, with a 43 ft. steel girder carried on timber bents in the centre. This is to be replaced by a steel and concrete bridge, consisting of three deck plate girder spans, 52 ft. 4 in., 98 ft. 1½ in. and 43 ft., out to out respectively resting on 2 concrete piers and 2 concrete abutments. The bridge is designed so that all masonry will be built in the dry, no cofferdam being required. The overall length of the bridge will be 198 ft. 4 in., face to face of back walls. The concrete piers and abutments are being put in by the railway's own forces, and tenders for the superstructure were received to June 30.

01-Aug-1925 Page 394

A press report states that an inter-switching track between the CNR and CPR is being built at Pembroke.

01-Dec-1925 Page 595

BRC passed order 36969. The reconstruction of the bridge was expected to be completed Nov. 15, by the railway forces. The work consisted of filling in a timber trestle, 2,659 ft. long, having an average height of 25 ft. except where it intersects 2 farm crossings, and over a public road. The trestle over the latter has been replaced by concrete abutments and a through plate girder ballasted floor bridge.

01-Jan-1926 Page 16

Another 69 ft. oil electric car, no. 15,822, has been turned out of the Canadian national Ry. Point St. Charles shops, Montreal and placed in service between Ottawa and Pembroke, on the Hurdman and Beachburg subs.

01-Feb-1926 Page 65

Another 60 ft. oil electric car has been turned out of Point St. Charles shops and it has been numbered 15,825, It has been placed on the Ottawa-Pembroke run in place of 15822 which is being held pending another assignment.

01-Mar-1926 Page 126

15822 which had been displaced on the Ottawa - Pembroke run was being held for assignment to a new run. 15825 continued to operate between Ottawa and Pembroke.

01-Jun-1926 Page 287

Effective May 2 oil electric car 15825 was operating between Ottawa and Pembroke giving all local passenger service.

01-Aug-1926 Page 407

A contract has been let for concrete substructure for the bridge at mile 87.1.

01-Jun-1928 Page 343

New 85 lb. rails to be laid Radiant and Brent, 10 miles.

01-Jul-1928 Page 406

CNR is running 15825 without trailer between Ottawa and Pembroke, one round trip a day.

01-Dec-1928 Page 718

Car 15828 without trailer, on run 22, operates between Ottawa and Pembroke as trains 611 and 612 one round trip a day.

01-Dec-1929 Page 735

In connection with the power development at Chats Falls on the Ottawa River, in which the Hydro Electric Power Commission of Ontario is interested, a 2-mile spur is being built from the CNR line about a mile west of Fitzroy Harbour and extending to Victoria Island, where the plant will be situated. The construction of the spur involves the erection of two bridges to connect the islands. The spur line is necessary for the conveyance of plant and material for the construction of the concrete dam in the river, upon which it is expected to start work next spring.

01-Dec-30 Page 767

Oil electric car 15824 is being operated as trains 611 and 612 between Ottawa and Pembroke.

01-Dec-31 Page 748

Line revision between m. 35 and 37.5. We are advised officially that the work has been necessitated by the power development project of the Chats Falls Executive Board comprising HEPC and Ottawa Valley Power Co. Diversion of the main line has been made to keep clear of the lake to be formed by the construction of the Chats Falls dam, the railway work involving 2½ miles of light grading and tracklaying. There are no structures on the revision location other than a few small concrete pipe culverts. The work has been completed by Morrow and Beatty, the contractor for the power interests. CNR trains are operating over the relocated line. The original line between the mileages mentioned has been dismantled.