Belleville sub.

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

01-Jun-1900 Page 165

Wm. King committed suicide at Perth May 28 by hanging himself in his stable. He was formerly CPR freight agent.

01-Oct-1900 Page 300

An order was recently placed for the construction of the following equipment at the CPR shops at Perth. 138 boxcars, 100 gondola cars with hopper bottoms, 20 refrigerator cars, 100 ore cars for the Kootenay District. All of the above will be of 60,000 lbs. capacity.

01-Aug-1902 Page 271

Perth shops. The blacksmith and machine shops, oil house and main offices, together with a large quantity of machinery and some box cars, under construction, were destroyed by fire July 5. The burned buildings will be rebuilt immediately.

01-Oct-1902 Page 378

Perth car shops. Temporary buildings have been erected at Perth to replace those destroyed by fire in July last.

01-Apr-1903 Page 135

The CPR has placed an order for 100 refrigerator cars to be built at its Perth shops.

01-Jun-1903 Page 187

The CPR is building 400 flat cars, 84 box cars and 200 refrigerator cars at the Perth shops. Gives full dimensions.

01-Dec-1903 Page 409

H. Weston, an employee of the CPR car shops at Perth has secured a patent for a pneumatic electric axle light system for lighting and ventilating all kinds of passenger cars.

01-Feb-1904 Page 43

The 216 box cars and 325 flat cars under construction at the CPR Perth shops are 30 tons capacity and are equipped with Simplex body and track bolsters, Susemihl frictionless roller side bearings and Simplex brake beams. Delivery has been made of a number of these cars.

01-Apr-1904 Page 133

The CPR's 4 vans which are being built at its Perth shops are 33 ft. long by 9 ft. wide and will be equipped with the Westinghouse brake. They will have four upper hinged berths for trainmen's sleeping accommodation.
The CPR's 176 flat cars which are being built at its Perth shops.

01-May-1904 Page 159

Between Feb 17 and Mar 9 CPR added to its equipment 10 box cars (completing an order for 500) and 165 flat cars from its Perth shops
The CPR's 216 box cars which are being built at Perth.

01-Jul-1904 Page 228

The CPR received between May 16 and June 13 183 box cars from its Perth shops.
The order placed at the Perth shops for 50 ore cars has been cancelled.

01-Sep-1904 Page 329

The CPR added to its equipment between June 14 and Aug 12 40 box cars from its Perth shops.

01-Oct-1904 Page 329

The CPR added to its equipment between June 14 and Aug 12 40 box cars from its Perth shops.

01-Mar-1908 Page 197

A recent Montreal despatch stated that the CPR had no intention of abandoning the CLO&W which has been surveyed from the O&Q east (sic) of Smiths Falls and serving the Lake Shore towns, to a junction with the O&Q near Leaside Jct. The construction of this line would do away with the necessity of constructing a second track on the present line, and further, that when a double track line between Montreal and Toronto became necessary, the second track would be constructed on the right of way of the CLO&W.

01-Oct-1910 Page 859

Smiths Falls to Toronto. Referring to the reports that the company was about to undertake the building of another line from Smiths Falls into Toronto, D. McNicholl, Vice-President, in a recent interview, stated that it would rest entirely with the engineers report. It was a question of gradients rather than route: It was most important to get a level line first, but the question of he route also had to be considered. One of the reports referred to stated that a line was to be built from Smiths Falls to Belleville and thence to Toronto, and another report was to the effect that the new line to Toronto would branch off the main line at either Perth or Bathurst. The company controls the Campbellford, Lake Ontario and Western Ry. charter which was projected to give a line nearer the lake front than the present line. Several surveys have been made over the route proposed for this line, but nothing further has been done.

01-May-1911 Page 445

In an interview at Toronto, April 24, D. McNicholl, Vice-President CPR, is reported to have said that the location of a line from Glen Tay on the Montreal-Toronto line, 15.7 miles west of Smiths Falls, via Belleville, thence along the shore of Lake Ontario to a point east of Leaside Junction, 5.3 miles east of Toronto. It was originally intended to start this line from Bathurst, 19.4 miles west of Smiths Falls, but Glen Tay has been decided on instead. Mr. McNicholl added that engineers would be started from the western end of the proposed line to meet those working from the east and that construction would be completed in about two years. The new line would have a gradient of about four tenths of 1% and would be adapted for fast passenger travel, avoiding the Scarborough elevation.

01-Jun-1911 Page 515

Engineering parties are in the field making location surveys for the new line from near GlenTay station to Leaside Jct. .. The surveys are being gone on with from both ends and it is expected that construction will be started next year.

01-Dec-1911 Page 1131

The Board of Railway Commissioners has approved location plans from mileage 0 at Glen Tay on the CPR Montreal-Toronto line to the eastern boundary of South Sherbrooke.

01-Apr-1912 Page 159

We are officially advised that the CPR has let a contract to Deeks and Hinds, Toronto, for he construction of a line from Glen Tay to Agincourt, 184 miles. The contract includes grading, concrete work and tracklaying, but not buildings and steel structures. The work will be gone on with at once and the contract calls for its completion within two years.
The Dominion Parliament in 1904m incorporated the Campbellford. Lake Ontario and Western Ry. to build a railway from the CPR Montreal-Toronto line between Blairton and Ivanhoe, southwesterly to Coburg and thence westerly rejoining the Montreal-Toronto line between Locust Hill and Leaside Jct. The object in view was the provision of a line giving a more close connection with towns on the Lake Ontario shore than the GTR gives, and to provide a competing line. The provisional directors included:- J.B. Ferris, Campbellford; H.J. Walker, Warkworth; H. Barrett, Port Hope, J.J. Mason, Bowmanville; F.L. Fowke, Oshawa and E.R. Blow, Whitby, all of which places it was proposed to reach by the new line. Public meetings were held throughout the district interested, preliminary surveys were made and the CPR was finally induced to take up the project. Various routes were gone over with a view of securing a suitable location, and the company's powers were extended from time to time, and in 1911 Parliament authorized the company to build the projected line from Glen Tay to near Agincourt. This decision was protested against by several towns which the original line would have served, with the result that while the new powers were given, the company retains the right to build through Campbellford etc.
The surveys on the new route were completed during 1911, and the final plans were filed, after approval, Jam. 10, 1912. The new line starts from the Montreal-Toronto line, at Glentay, 16 miles westerly from Smiths Falls, at the point to which a double line has been laid from Montreal. The route located makes straight for Belleville, 75 miles. The K&P Ry. is crossed at Parham. etc.

01-May-1912 Page 228

It is reported April 17 that about 800 men had started work on the line.

01-Jun-1912 Page 290

The Board of Railway Commissioners has authorized the crossing of the K&P at mileage 24.8 from Glen Tay.

01-Jul-1912 Page 344

The Board of Railway Commissioners has authorized a connection of this line under construction with the CPR Montreal-Toronto line at Glen Tay and has approved of revised location plans from the point of junction to mile 2.08.

01-Aug-1912 Page 416

Deeks and Hinds are general contractors, have their headquarters in Agincourt.

01-Oct-1912 Page 504

We are officially advised that the following are sub-contractors on the first forty miles out of Glen Tay:- mileage 0 to 6.2, P. McCoy, Kingston; mileage 6.2 to 7.5, J.M. Foreman, Perth; mileage 7.5 to 8.5, McMartin & Murdock, Perth; mileage 8.5 to 9, Shay and Huff, Perth; mileage 9.0 to 11.5, McMartin & Murdock, Perth; mileage 11.5 to 15, A. and W.D. Wheaton, Amherst, NS; mileage 15 to 24.8, Toronto Construction Co. general contractors, Belleville; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smiths Falls.

01-Mar-1913 Page 126

At the end of February there were 3,100 men are work on the line with 23 steam shovels. There are 80 bridge structures of various kinds and 65% of the work on these has been completed. The principal bridge structures are:- a 700 ft. structure 11 miles west of Glen Tay etc. About 70% of the grading has been completed and it is expected to begin track laying in April. This work will be started at Glen Tay, Enterprise, Belleville, Trenton and near Agincourt.

01-Apr-1913 Page 174

A start will be made on tracklaying early in April.

01-May-1913 Page 223

It is expected that this new line will be completed by Dec. 1. About 70% of the grading and 65% of the bridge work have been done.

01-Jul-1913 Page 334

We are advised that the contract for the erection of all buildings on this railway between Glen Tay and Agincourt has been let to the John S. Metcalfe Co. Montreal. The buildings include seven brick stations; 12 wooden stations; nine 40,000 gal water tanks; a 12 stall locomotive house with turntable, machine shop, coaling plant, ash pit, and sand house; nine freight sheds at Trenton (sic); seven station residences;, 25 tool houses and several miscellaneous buildings, making in all 85 structures. It is intended to have all these completed by the end of the year.

01-Aug-1913 Page 378

The Board of Railway Commissioners has recommended the sanction by the Governor-in-Council of a lease of this line, now under construction from Glen Tay to near Agincourt to the CPR.
Track has been laid on the Agincourt to Whitby section and a train was run over it July 4. Construction between Whitby and Oshawa is being pushed forward and it is expected to have it completed at an early date. The remainder of the line to Glen Tay is almost finished and it is expected to have the entire 183 miles in operation in the fall.

01-Aug-1913 Page 386

Standard No. 5 stations will be built at Glen Tay, Christie Lake, Crow Lake, -- these are wood on concrete foundations, and vary in dimensions from 21½ by 67 ft., to 21½ by 77 ft. The station at Parham will be of a special plan.
Standard No. 1 enclosed water tank(s) will be built at Crow Lake.

01-Jan-1914 Page 26

Tracklaying has been completed from Glen Tay to Agincourt -- a freight service is being put on at once but it is not intended to operate a passenger service over the new line until the summer.

01-Feb-1914 Page 74

All along the line, gangs of men are engaged in putting the finishing touches to the work. Passenger and freight stations, and the other buildings are nearly all completed. It is expected the line will be put in operation early in the spring.

01-Jun-1914 Page 261

An official inspection of the line from Glen Tay to Agincourt was made May 12. Ballasting is being completed and the station and other buildings are fast being got into shape. A regular train service will be put in operation July 1.

01-Jul-1914 Page 319

It was understood that a regular train service would be put in operation June 29.

01-Aug-1914 Page 352

See map.
The Construction of the Lake Ontario and Western Railway.
A new line 182.6 miles long is the main feature of an improvement just completed which, in conjunction with double tracking done during the last five years, gives the C.P.R. two tracks all the way from Montreal to Toronto. The new line, built as the Campbellford, Lake Ontario & Western Ry., has ruling gradients of 0.4% each way, and takes the place of a second track along the old route through Havelock and Peterboro, which has ruling grades of 1.1% in each direction that could not be reduced to 0.4% except at a prohibitive cost. Incidentally the new line taps some new territory and touches a number of good-sized places on the shore of Lake Ontario that the CJP.R. has not hitherto reached.
From Montreal to North Toronto via the old line is 335.7 miles. The territory is shown on the accompanying map. For operating purposes there are three subdivisions, namely, from Montreal to Smiths. Falls, 128.7 miles; from Smiths Falls to Havelock, 109.2 miles, and from Havelock to North Toronto, 97.8 miles. The first or Smiths Falls subdivision was first double tracked, this work being completed late in 1909. The alignment on this section was already good and the ruling gradient of 1% was reduced to 0.3% eastbound and 0.4% -westbound.
Growth of business made some relief of the single track between Smiths Falls and Toronto imperative. Surveys completed in 1911 developed the fact that even with long diversions it was impossible to reduce materially at any reasonable cost the gradients on the existing line, but it was found that on the new location shown between Glen Tay, 15.5 miles west of Smiths Falls and Agincourt, 10.5 miles east of North Toronto, a new line 1.6 miles longer than the old, but with 0.4% ruling grades each way, was feasible. The section from Smiths Falls to Glen Tay was double tracked in 1911, the work being fairly light. Heavy grading was necessary between Agincourt and North Toronto in order to get the grades down to the desired maximum, and this portion of the double tracking also entailed the construction of two large viaducts. This work was started in June, 1913, and is nearing completion.
Starting from Glen Tay, the new line, after traversing a few miles of agricultural country, strikes into a rocky section, lightly timbered and abounding in lakes. In these 34 miles is the heaviest grading. Reaching an arm of Lake Ontario at Belleville, the route is near the shore until within 20 miles of Agincourt, and is situated in what is considered one of the best farming districts in Ontario. Seven important towns are reached, and particular attention has been paid to securing in each place a location favorable from a traffic standpoint.
This line is built with a maximum curve of 4 deg., spirals of 100 ft. in length per degree of curve being used in all cases. The average curvature is 20 deg. per mile. While the ruling gradients are virtually 0.4% in each direction, velocity grades were used where economy suggested them. Curves are compensated 0.04 ft. per degree of central angle. Vertical curves are 100 ft. long per 0.05% change of grade in sags and per 0.1% change on summits. All grades at, approaching and leaving passing sidings are reduced to 0.3% compensated for a distance of 3,000 ft. from either end of the siding.
In general the right of way is 100 ft. wide. Embankments up to 16 ft. high are 16 ft. wide; higher ones are 18 ft. wide. Slopes of fills are 1½ to 1 for earth and 1¼ to 1 for rock. Earth and rock cuts are respectively 22 ft. wide, with 1½ to 1 slope, and 20 ft. wide, with ¼ to 1 slope. Both in the purchase of right of way and in the grading account was taken of the probability of future double tracking, sufficient land for the purpose being bought where possible, embankments and cuts being made for the additional track in preference to wasting or borrowing material.
All bridges and culverts are of concrete and steel construction. Of the steel structures the principal ones are that over the Ganeraska River at Port Hope, 1,800 ft. long; that over the Trent River and Canal, 1,493 ft. long; that over Mud Lake, 964 ft. long, and that over Dixie Creek, 916 ft. long. Most of these are of viaduct construction, with few spans greater than 90 ft.
The greatest difficulties were encountered at Mud Lake crossing, near the eastern end of the new line. Two 241 ft. trusses span the lake proper with a pier in the centre. A short girder span leads to the top of the east bank, several viaduct spans constituting the west approach. The lake itself is only 2 or 3 ft. deep, but the bed is a mass of semi liquid mud some 20 ft. deep, under which a thick stratum of blue clay, very soft at the top, and thin layers of sand, gravel and hardpan made it necessary to carry the centre pier down to a depth of 103 ft. below the water level to reach solid rock. The pier on the west shore also had to be carried down 56 ft., and the next one 30 ft. These three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges.
The objection, to grade crossings on this line is naturally not as acute as in more populous regions. Of 17 railway crossings and 293 highway crossings, 7 and 225 respectively are at grade. For operating purposes Trenton, which is midway between Smiths Falls and North Toronto, has been made a division point, and a yard and shops have been built there. Passing sidings are 3,000 ft. long and are about 6 miles apart. The track is laid on cedar, hemlock, tamarack and jack pine ties in 18 in. of gravel ballast with 85 Ib rail.
Quantities on the work include 7,500,000 cu. yd. of grading, of which 1,300,000 cu. yd. were solid rock, 100,000 cu. yd. of masonry and 15,200,000 Ib. of steel. The cost has conformed closely to the estimate, which was $11,000,000, or approximately $60,000 a mile. The work was done under the direction of C. W. P. Ramsey, Engineer of Construction, and P. B. Motley, Engineer of Bridges, C.P.R. - Engineering Record.

01-Aug-1914 Page 375

This new line from Glen Tay to Agincourt, 183.42 miles, was opened for traffic June 29. Trains are operated over it between Ottawa and Toronto, making connection at Smiths Falls with trains to and from Montreal, and at Parham Jct. with trains to and from Kingston, and local trains between Belleville and Toronto. The distance between Montreal and Toronto by the new line is 340.42 miles, or about two miles longer than the original route.

01-Oct-1914 Page 464

The new line has ruling gradients of only 0.4% each way and the maximum curvature is 4 degrees. In general the right of way is 100 ft. wide, embankments up to 16 ft. high are 16 ft. wide and higher ones are 18 ft. Both in the right of way and in the grading the probability of future double tracking was kept in mind, sufficient land being bought for the purpose wherever possible and embankments and cuts made for the additional track. All bridges and culverts are of steel and concrete. --- At Mud Lake, in order to secure a solid foundation, it was necessary to carry the centre pier down to 103 ft. below the water level to reach bed rock, another pier had to be carried down 56 ft. and a third 30 ft.; these three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges. Quantities of material used in the work include 7,500,000 cu. yd. of grading of which 1,300,000 were solid rock, 100,000 yards masonry, and 15,200,000 lbs. steel. The cost was about $11,000,000 or approximately $60,000 per mile, and conformed closely to the estimated made before the work began.

01-Apr-1916 Page 137

CLO&WRy. construction suit. The judicial committee of the Imperial Privy Council gave judgement recently in the case of Cook v Deeks etc. This suit which has aroused a good deal of attention in contracting and railway circles, arose in connection with the contract for the construction of the Campbellford, Lake Ontario and Western Ry., otherwise known as the CPR's Lake Ontario Shore Line Branch, which was commenced in 1912, and amounted to considerably over $5,000,000.
A.B. Cook, G.S. Deeks, T.R. Hinds and G.M. Deeks had for some years prior to 1912 been associated as Toronto Construction Company, Ltd., in railway construction and had carried out several important contracts. When, however, the contract for the Shore Line came into the market, Deeks, Hinds and Deeks formed the project of securing it for themselves, to the exclusion of Mr. Cook. This project they successfully carried out, while still maintaining their apparent association with Cook and their position as directors in Toronto Construction Co., keeping Cook in the dark as to the course of events until the coup was accomplished. On learning the facts, Cook protested vigorously, but in vain, his former associates asserting their legal right to do as they had done. Hence the litigation. Cook's action met with no success at the trial, was dismissed by Judge Middleton in May 1914, and the Court of Appeal for Ontario, confirmed that decision. the Privy Council has now allowed his appeal and has ruled, in effect, that his former associates must admit him to a share of the profits of the Shore Line contract.

01-Apr-1917 Page 142

Appropriations for the year provide for: - automatic signals at Glen Tay and Agincourt ---.

01-Jan-1927 Page 3

The stone and wood locomotive house at Perth was completely destroyed by fire Nov. 21, the locomotive housed there being considerably damaged before it could be got out.

01-Jul-1927 Page 411

At Glen Tay an interlocking plant controlling all switches will be installed. At Crow Lake a steel water tank will be built.

01-Apr-1928 Page 183

Rock ballast will be laid on 21.5 miles between Glen Tay and Sharbot Lake.