
Carleton Place sub.

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

01-Jul-1898 Page 121

Two CPR trains, an express and a freight were brought to a standstill between Ottawa and Carleton Place recently by caterpillars which covered the track and, being crushed, rendered the rails so slippery that locomotion was impossible. The caterpillars were of the tent variety and formed a column two miles long. Every vestige of foliage along their route was eaten up. The rails had to be swept and sanded before the trains could proceed.

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An Ottawa paper recently stated very positively that the Co. was preparing to erect extensive workshops on its property at Westboro to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton Jct. might be done at Westboro and that the electrical power at the Metropolitan Company, conveniently located at Britannia would be used. We are officially informed that there is no truth whatsoever in the rumour.

01-Oct-1906 Page 591

Mrs. Broyers, wife of the CPR tie inspector Ottawa, was killed at Carleton Place, Sept 3, the automobile in which she was being struck by a CPR train. Two of the other occupants of the automobile, one of them a daughter of Mrs. Broyers - were rather seriously injured.

01-May-1911 Page 419

We are officially advised with respect to the reported call for tenders for replacing the wooden trestle at Grahams station near Ottawa, that it is contemplated to replace the existing trestle by a permanent structure during the current year, but it has not definitely been decided whether it will be of concrete or of concrete and steel

01-Nov-1915 Page 423

Changes in CPR Ottawa-Toronto service, with map.

The C.P.R., with the introduction of new time tables on Nov. 1, will inaugurate a new Ottawa-Toronto service by the addition of two new trains to run from the Grand Trunk Central Station at the intersection of Sparks and Rideau Streets, Ottawa. The new service, which will be daily except Sunday, will consist of a train, "The York," leaving Ottawa at 1.15 p.m. and reaching Toronto Union Station at 9.30 p.m. The east bound train, "The Rideau," will leave Toronto Union Station at 1.45 p.m. reaching Ottawa at 10 p.m. These trains will run over the Lake Ontario shore line between Agincourt and Glen Tay, over the Toronto-Montreal main line between Glen Tay and Kempton and over the Prescott subdivision between Kempton and Ottawa. The equipment will consist of baggage car, smoking car, first class car and library observation car with a broiler service.

The ordinary morning train for Toronto will leave Ottawa Central Station at 9.35 daily, going over the Interprovincial Bridge and through Hull, leaving Broad St. Station, Ottawa, at 10 a.m. and running via Carleton Place to Smiths Falls, where it will connect with "The Canadian," from Montreal, running via the Lake Ontario shore line from Glen Tay, and reaching Toronto Union Station at 6 p.m. It will also connect at Smiths Falls with train 35 from Montreal going via Peterboro and reaching Toronto Union Station at 6.25 p.m.

There will be two east bound morning trains for Montreal, one leaving Toronto Union Station at 8.50 a.m. daily except Sunday, via Peterboro, and the other leaving Toronto Union Station at 9.15 a.m. daily over the Lake Ontario shore line. The Ottawa passengers from these two trains will be carried on a train leaving Smiths Falls at 3.45 p.m. running via Carleton Place, reaching Broad St. Station, Ottawa, at 5.15 p.m. and Ottawa, Central Station at 5.40 p.m.

At night the Ottawa-Toronto train no. 33, which now leaves Broad St. Station, Ottawa, will leave Ottawa Central Station daily at 11.10 p.m., reaching Kingston at 12.10 a.m. and there being consolidated with the Montreal-Toronto trains reaching Toronto Union Station via Peterboro at 7.20 a.m. and North Toronto at 8 a.m. and via the Lake Ontario shore line reaching Toronto Union Station at 7.35 a.m. The Toronto-Ottawa train no. 34, which now leaves Toronto Union Station at 11.10 p.m., will leave at 11 p.m. daily, running via Peterboro to Smiths Falls, where it will take on Ottawa sleeping cars from train 24 leaving North Toronto at 10 p.m. for Montreal via Peterboro, and will also take on Ottawa sleeping cars from train 22 which will leave Toronto Union Station for Montreal via the Lake Ontario shore line at 11.30 p.m. instead of 11.40 as at present. The consolidated train no. 34 from Smiths Falls will arrive at Ottawa Central Station at 7.40 a.m. via Kempton.

There will also be a greatly improved service between Ottawa and Kingston, two trains daily each-way, leaving Ottawa 9.35 a.m., via Carleton Place, Smiths Falls and Tichborne, reaching Kingston at 2.30 p.m.; also leaving Ottawa Central Station at 1.15 p.m. via Kempton, Smiths Falls and Tichborne, reaching Kingston at 8.45 p.m. From Kingston there will be a train leaving at 10.45 a.m. via Carleton Place, reaching Ottawa at 5.40 p.m. and another leaving Kingston at 5.40 p.m. via Kempton reaching Ottawa at 10 p.m. The Ottawa-Kingston trains in both directions will use the Ottawa Central Station.

01-Jul-1920 Page 389

A press report states that the company proposes to build a station near Parkdale Ave.

01-Dec-1920 Page 651

The Ottawa Board of Control has been advised that the permanent station at Ottawa West will be at Victoria Ave., in conformity with the Board of Railway Commissioners order.

01-Jul-1927

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Rock ballasting of main lines will be completed from Montreal to Toronto via Chalk River. Additional equipment for mechanical and car departments will be supplied at Carleton Place.

01-Jul-1929

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New rail allotment includes 150 miles of 100 lb. rail which will be laid on the Carleton Place, Chalk River and North Bay subdivisions.