
L'Orignal sub.

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

01-Jan-1905 Page 27

The James Bay Ry has given notice that it will apply next session of the Dominion Parliament--for an act changing its name -- and to construct the following additional lines -- easterly to Montreal through or near Ottawa and Hawkesbury with branches to Ottawa and Hawkesbury

01-Aug-1906 Page 467

Notice has officially been given that with the consent of the Governor in Council, the James Bay Ry. has changed its name to the Canadian Northern Ontario Ry. and that the change of name took effect June 30.

A contract has been let to J.T. Schell M.P. Alexandria for the grading of the line from Hawkesbury which is the eastern terminus of the GNRy. of Canada, part of the CNQRy. - and Ottawa 55 miles. It is expected to have the grading on the section between Hawkesbury and Rockland completed by Dec. 1. The company will do its own tracklaying.

01-Oct-1906 Page 585

The contractors for the construction of the line from Hawkesbury to Ottawa are Schell & Kennedy, and their headquarters are at Rockland. We have been advised that the grading is progressing satisfactorily, that it is expected to get finished to Rockland this fall, and to Ottawa early in 1907. the total distance is about 55 miles, and the line will connect the CNQRy. with Ottawa.

01-Nov-1906 Page 649

Grading is reported completed from Hawkesbury westerly to Rockland and it is expected that trains will be running over it by May next. When this line is completed into Ottawa the CNRy will have a line in operation from Ottawa to Quebec. The easterly connections are being surveyed, one line to Toronto and another to the mouth of the French river. It is expected that contracts for some construction on one or both of these will be let early in 1907.

01-Dec-1906 Page 723

Grading has been completed for about 36 miles from Hawkesbury towards Ottawa. the question of the entrance of the line into Ottawa has not been settled, the city having entered some objections, and as a result the plans for the route in to the city of the line from Hawkesbury and of the line from Toronto, have not been approved by the Minister of Railways.

01-Jan-1907 Page 31

The grading on the line between Hawkesbury and Rockland is practically ready for the rails. On the section between Rockland and Ottawa, the right of way has been laid out and everything is in readiness for an early start at grading in the spring. The line into Ottawa, it is expected, will be completed and in operation early next fall.

01-Feb-1907 Page 101

The contractors have several gangs of men engaged upon the rock cuttings east of Rockland on the line from Hawkesbury to Ottawa. There are thirty trestles to be built, several of them being over 400 ft. in length, and construction on these has been delayed owing to difficulty in obtaining the necessary timber. A spur line of about a mile will be laid in L'Orignal, and spur tracks will also be constructed to the pulp mills, and the Hawkesbury Lumber co.'s premises. the line is expected to be completed into Ottawa in Sept.

01-Jun-1907 Page 397

It is expected that the line from Hawkesbury to Ottawa will be completed during the summer. Application has been made to the CPR for running rights over the Alexandra bridge, Ottawa, in connection with the company's projected line westward through Pembroke to the French River.

The question of the company's entrance into Ottawa has been under consideration, and the Deputy Minister of Railways was advised the company, in place of securing a partially independent entrance, to join the GTR at Hurdman's Bridge and come in over that company's line. The only difficulty which this suggestion represents is in regard to a connection with the company's line to the west.

01-Aug-1907 Page 599

Some trouble is being experienced at different points of the line between Hawkesbury and Ottawa, in getting the right of way. The track between Hawkesbury and Rockland was expected to be laid by June 30, and the contractor stated that if possession of the right of way could be obtained there would be no difficulty in having track laid to Ottawa by Sept. No formal decision has been announced regarding the entrance of the company's line into Ottawa, but it is thought that a junction will be made with the GTR

01-Sep-1907 Page 599

Some trouble is being experienced at different points of the line between Hawkesbury and Ottawa, in getting the right of way. The track between Hawkesbury and Rockland was expected to be laid by June 30, and the contractor stated that if possession of the right of way could be obtained there would be no difficulty in having track laid to Ottawa by Sept. No formal decision has been announced regarding the entrance of the company's line into Ottawa, but it is thought that a junction will be made with the GTR

01-Sep-1907 Page 665

C.W. Spencer, General Manager, is quoted as saying that trains will be running on the line between Hawkesbury and Ottawa this fall. Several miles of track have already been made.

01-Oct-1907 Page 739

The construction gangs on the extension of the line from Hawkesbury to Ottawa have reached that city and grading is well in hand. It is not expected, however, that the line will be completed as early as was anticipated, but H.K. Wicksteed C.E. says that trains will be running over it by the end of the year. The entrance of the line into Ottawa has not been finally determined upon, but it is expected that, for the present the entrance will be over the tracks of one of the existing lines from Hurdman's Bridge.

01-Mar-1908 Page 185

During 1907 the grading if 50 miles upon the company's line from Hawkesbury to which point the CNQ extends was practically completed.

01-Sep-1908 Page 643

At the last session of the Dominion Parliament a subsidy at the usual rate and upon the usual conditions was voted towards the construction of a line from Hawkesbury to Ottawa. The construction of this line, which is an extension of the CNQ is well advanced.

01-Oct-1908 Page 723

Plans were filed with the department of Railways at Ottawa Sept. 16 showing the projected new route for the entrance of the railway into the city. The new plan provides for crossing the Rideau River at the back of the Isolation Hospital and running across the Stewart property to a junction with the GTR near Gladstone Avenue, W.H. Moore, Secretary of the company, who was in Ottawa in connection with the filing of plans said the only matter to be settled was the entrance to the city. The new plans overcome many of the objections that were previously urged, and if they are approved immediately, there would be no obstacle in the way of having the company's trains running into the city this year. The grading of the line was practically completed from Hawkesbury to the suburbs and tracklaying was well advanced. This would give a direct line from Ottawa to Quebec with a branch to Montreal.

01-Nov-1908 Page 803

The line from Hawkesbury to Ottawa is expected to be completed during the winter, but is not expected to open it for traffic until Mar. 1 1909.

01-Dec-1908 Page 879

The work of making the rock cuts on the section of the company's line to Ottawa has been completed from St. Joseph's into the city. The grading has been completed to the west side of Green's Creek, and is ready for the rails. This line extends from Ottawa to Hawkesbury where connection is made with the CNQRy. With respect to the entrance into Ottawa, the final arrangements have not yet been completed with the city council, and no further construction work will be undertaken until this has been settled. Amended plans have been files for the location of the line from the boundary between Russell and Carleton counties, 48.27 miles from Hawkesbury, to Hurdman's bridge, 57 miles from the same point. The route lies between the Montreal Road and the Ottawa river for a considerable distance and then crosses to the south of the road. At Besserer's grove it passes through J. O'Connor's farms , and then closer to the city, through the Grey Nun's property at Cyrville village, then to Hurdman's Bridge, crossing the CPR and the Rideau River to J. Thompson's property. The plan shows a strip of land 100 ft. wide. The company expects to have the line ready for operation in the spring.

01-Jan-1909 Page 27

G. Tombs, General Freight and Passenger Agent, who went over the CNOR's new line from Hawkesbury to Ottawa, Nov. 30 stated that all that is required to put it in thorough working order is the completion of a couple of bridges. It is not likely, however, that this line will be opened for traffic until the spring. An early extension of the line may be looked forward to, added Mr. Tombs.

In connection with the application of the company for a right-of-way for an entrance into Ottawa, the Minister of Railways heard representatives of the company and city council Dec . 17. It is proposed to cross the Rideau River about 1,000 ft. north of Hurdman's Bridge, run through the Stewart property and strike the GTR near the Ottawa and New York new weigh scales. The Hurdman Road would be crossed by a trestle about 600 ft. south of Gladstone Avenue The council expressed an opinion, in instructing its representatives, that the bridge should be built on as few piers as possible, to lessen the danger of ice jams.

01-Mar-1909 Page 183

The question of the entrance of the CNOR line into Ottawa is not yet finally settled. Until this is disposed of, it is impossible to fully complete the line from Hawkesbury, the work on which is in a forward condition.

01-Jul-1909 Page 501

In the line between Hawkesbury and Ottawa construction is being pushed forward rapidly and it is expected that the line will be completed to Ottawa during Aug. The plans for the entrance into Ottawa were approved by the Minister of Railways June 18.

01-Aug-1909 Page 595

The Board of Railway Commissioners, July 6, approved of the location plans for the extension into Ottawa of the company's line from Hawkesbury. The plan shows a line well to the south of the Rideau River, gradually curving around to a junction near Hurdman's Bridge. It was decided that a separate order must be applied for to authorize connection with the CPR and the Ottawa and New York Ry. The construction of this short piece of line into Ottawa will be carried out by Mackenzie, Mann & Co.'s own staff.

01-Sep-1909 Page 663

The Board of Railway Commissioners has approved of location plans of the line through Gloucester and Nepean twps. from mileage 51.91 to 57.42 west from Hawkesbury. It is expected that the work on the line from Hawkesbury to Ottawa will be completed so as to permit of the operation of trains over it by Oct. 15.

01-Oct-1909 Page 763

Tracklaying has been completed on the extension from Hawkesbury to the vicinity of Ottawa, and ballasting and other work necessary to complete the line for operation is well advanced. It is expected that construction to Ottawa will be completed so as to permit of the opening of the line for traffic early in Oct. Work on a temporary bridge over the Rideau River was started Sept. 15, to be completed by the end of Sept.

01-Nov-1909 Page 839

In reference to the entry of the line from Hawkesbury into Ottawa, the city council approved a plan involving the construction of a level crossing over Hurdman Road. When the matter came before the Board of Railway Commissioners for final sanction, it was referred to the Board's engineer. It is understood that this official reported against the crossing being allowed, and recommended that instead of the route approved by the city council, the line enters the city over the O&NY and CPR bridge. The suggested route will necessitate the breaking of the line outside the city and putting in a curve to the CPR about 300 yards south of the present approved route.

01-Dec-1909 Page 895

The extension of the line from the CNQR at Hawkesbury into Ottawa has been completed and it was announced that it would be opened for traffic Nov. 28. The completion of the line was considerably delayed on account of the difficulty of securing an entrance into Ottawa. All the questions involved in this matter have not been settled, but temporary terminal facilities have been arranged for. On Nov. 1 when the company's application for approval of a route within the city came before the Board of Railway Commissioners, in the form of an agreement with the city council, it was refused owing to it involving a level crossing.

01-Jan-1910 Page 53

The CNQR announces the establishment of "the only through passenger service between Ottawa and Quebec, also the improvement of the already excellent trains between Montreal and Quebec. Trains leave Ottawa 8.30 p.m. and Montreal 11.45 p.m. arriving Quebec 7.20 a.m. daily and leave Quebec 11 p.m. reaching Montreal at 6.20 a.m. and Ottawa at 9.45 a.m. The opening of the new Quebec-Ottawa line also provides a short route to the Dominion capital through the Eastern Townships and lower St. Lawrence via Levis.

01-Jan-1910 Page 43

The line from Hawkesbury via Rockland to Ottawa, 59 miles, was inspected and passed for operation of freight and passenger trains by the inspecting engineers of the Department of Railways Dec. 3. A through train service from Quebec and Montreal to Ottawa was put in operation by the Canadian Northern Quebec Ry. Dec. 5. As a result of the refusal of the Board of Railway Commissioners to confirm an agreement with the Ottawa City Council, by which the line would cross Hurdman's Road at rail level, the company has had to erect a temporary station at Gladstone Ave. It is intended to construct subway instead of a level crossing, and when this is done the line will connect with one of the existing lines near the University oval and run into central station.

01-Feb-1910 Page 129

In connection with the company's line from Hawkesbury to Ottawa application was made Jan. 5 to the Board of Railway Commissioners for authority to divert the Ottawa and Montreal road at 29 miles west of Hawkesbury. It was pointed out that the company was seeking to divert a road which it did not have power to cross. The matter was adjourned in order that the township might have an opportunity of looking into the situation.

The ballasting on the line has been completed and the Ottawa Yards are being laid out. The station at Henderson Avenue is only a temporary one and is being utilized until all the questions with regard to the entrance into the city are settled. The temporary roundhouse which is being erected at the foot of Henderson Ave. is expected to be completed early in Feb. It will accommodate 12 locomotives and will have a repair shop attached.

01-Mar-1910 Page 183

Work on the Hawkesbury-Ottawa line has been completed and trains are being operated over it. There are questions connected with the entrance into Ottawa from Toronto yet to be settled but for the present construction in Ottawa is completed.

01-Apr-1910 Page 285

An Ottawa despatch stated that the difficulties in the way of securing an entrance into Ottawa beyond Hurdman's bridge are in a fair way of being adjusted, and that the new plan will involve a bridge over the CPR and the GTR tracks.

01-Jun-1910 Page 485

In reference to the entrance into Ottawa it is said that arrangements are about completed for the purchase of the University Oval athletic grounds for station purposes.

01-Aug-1910 Page 649

W. Mackenzie, President, had a conference with the Mayor of Ottawa, July 8, regarding the entrance of the company's Hawkesbury-Ottawa line into the city. The line at present stops just inside the city limits by reason of the refusal of the Board of Railway Commissioners to allow a level crossing of Hurdman Road. The matter was discussed in a general way and it is said that a proposal will be made for a slight diversion of the Hurdman road so as to obviate the level crossing and permit of a junction somewhere near the Varsity oval with one of the existing lines by which entrance to the central station will be made, and that application will be made to the Board of Railway Commissioners in Sept. for approval of the route.

01-Nov-1910 Page 929

An arrangement has been made, subject to sanction by the Board of Railway Commissioners, between the company and the Ottawa city council, by which the CNOR will be carried across Hurdman Road temporarily. In a recent interview President Mackenzie stated that the company's Toronto-Ottawa line would be completed to Sydenham, within 90 miles of Ottawa, this year. In the spring, the balance of the line would be taken in hand and rushed to completion. The route for this 90 miles has been approved by the Board of Railway Commissioners. As to the entrance into Ottawa, Mr. Mackenzie said the company had been terribly handicapped, but he hoped that by the spring everything would be straightened out.

01-Dec-1910 Page 1027

The matter of the entrance of the line into Ottawa was before the Board of Railway Commissioners Nov. 3 when the company's application for a temporary crossing of Hurdman Road was considered. The application it was stated was made for the purpose of establishing a connection for freight purposes with the Ottawa ad New York Ry. which could be used during certain hours only. The mayor had expressed approval but the city solicitor was present to oppose the application. The matter was adjourned in order to permit a formal assent to be obtained from the city council. The arrangement which the company now proposes, which is now under consideration, is that the permission to use the crossing be restricted to two years.

01-Jan-1911 Page 43

At a session of the Board of Railway Commissioners held at Ottawa Dec. 6 he matter of the proposed temporary entrance of the CNOR into Ottawa across Hurdman road was further adjourned until the city council had time to consider the matter. The Chief Commissioner said the understanding was that the tracks, if laid across the road are to be used for freight purposes only for two years, and that if used for any other purposes the Board will compel their removal.

01-Feb-1911 Page 141

The Board of Railway Commissioners has authorized the building of the line across Hurdman's Road subject to certain conditions.

01-Sep-1911 Page 841

A spur has been completed at Ottawa connecting the line from Montreal with the Ottawa and New York Railway.

01-Oct-1911 Page 953

The negotiations for the entrance of the line into Ottawa are proceeding and it was reported Sept. 13 that the company had completed the purchase of the land necessary for its entrance and terminals. It is stated that negotiations are in progress for the purchase of the site of the Bate warehouse on the site of the west bank of the Rideau Canal just across from the new central station, for station purposes.

01-Apr-1912 Page 178

In connection with the plans for the entrance of the company's lines into Ottawa, the Board of Railway Commissioners has directed the company to build a bridge over the Metcalfe Road having a clearance of 60 ft., the city to pay the costs in excess of that of a 54 ft. bridge.

01-Nov-1918 Page 493

The CNR's temporary passenger station at Lagauchetiere St., Montreal, which was described and illustrated in the Canadian Railway and Marine World for October, and also the Mount Royal Tunnel having been completed, through passenger service between Montreal and Toronto via Ottawa was started Oct. 20. when the first train eastbound left Toronto at 11 p.m., having on board R.C. Vaughan, Assistant to the President, and a number of other officials. The first through train westbound left Oct. 21, at 8.15 a.m. The service consists of two trains a day each way, as follows: -

Westbound

Leave Montreal -- 8.15 a.m. -- 6.15 a.m. (should be p.m.)

Arrive Ottawa -- 12.15 p.m. -- 10.15 p.m.

Leave Ottawa -- 12.45 p.m. -- 10.45 p.m.

Arrive Toronto -- 9.45 p.m. -- 7.30 a.m.

Eastbound

Leave Toronto -- 10.00 a.m. -- 11.00 p.m.

Arrive Ottawa -- 6.30 p.m. -- 7.30 p.m.

Leave Ottawa -- 7.00 p.m. -- 8.00 a.m.

Arrive Montreal -- 11.00 p.m. -- 12 noon,

The trains leaving Montreal and Toronto in the evening run daily. Those leaving both places in the morning do not run Sundays. The evening train from Montreal to Toronto carries a standard sleeping car, and a café parlour club car, for Toronto, and at Ottawa takes on another standard sleeping car and a compartment sleeping car. The night train from Toronto carries standard sleeping and compartment sleeping cars for Ottawa, and a café parlour club car and a standard sleeping car for Montreal. the trains leaving Montreal and Toronto in the morning carry through parlour and dining cars.

The distance by the new route is: Montreal to Ottawa 113.75 miles; Ottawa to Toronto, 257.4 miles. Total 371.15 miles. The other companies' distances are: GTR, 333.04 miles; CPR via Peterborough, 338.5 miles; CPR via lake Ontario Shore Line, 340.5 miles.

Between Montreal station and Cartierville, 7.3 miles, including the tunnel section, the trains are hauled by electric locomotives.

01-Mar-1920 Page 123

The Board of Railway Commissioners has approved of location and plant of a station for Alfred Centre, QC (?), mileage 70.2 Grenville sub.

01-Feb-1921 Page 77

Consolidation of facilities and staffs at Hawkesbury is under consideration.

01-Feb-1921 Page 78

Arraignments have been made to consolidate the Rockland facilities and staff in the spring.

01-Oct-1925 Page 501

Two car articulated diesel electric set, 15817 built by Ottawa Car Manufacturing. (includes picture). Put in service on Sept 28, between mount Royal Tunnel terminal and Ottawa via St. Eustache sur le Lac and Hawkesbury, operating daily except Sunday as trains 85 and 86, the schedule for the autumn and winter being as follows:-

Leave Montreal 8.20 a.m. arrive Ottawa 12.10 p.m.; leave Ottawa 3.37 p.m. arrive Montreal 7.30.

01-Jul-1928 Page 406

CNR is running 15818 without trailer between Montreal and Ottawa via Mount Royal Tunnel, one round trip a day.

01-Dec-1928 Page 718

Car 15818 without trailer, on run 21, operates between Montreal and Ottawa via Mount Royal Tunnel as trains 685 and 686 one round trip a day.

01-Dec-30 Page 767

Oil electric car 15826 is being operated as trains 695 and 696 between Ottawa and Montreal (maybe via Coteau).

01-Apr-35 Page 141

CNR seeks to abandon the L'Orignal sub. from Hawkesbury, mile 47.5 to Hurdman, mile 104.1 and Clarence creek Spur between Rockland, mile 0 and Clarence Creek, mile 4.6, 61.2 miles. Gives history of both.

The rail is 85 lb. CPR section laid in 1919 and is in good condition. Maximum grade to eastbound traffic is 0.5% and to westbound traffic 0.6%. maximum curvature is 4 deg, and there is very little curvature. The system loss from operation in 1933 was \$35,625. The main line section serves a well settled mixed farming country, with traffic potentialities limited on the north by the Ottawa River and on the south by a CPR line about 7 miles distant. There are good highways, with the one to Ottawa kept open all the year, and keen competition from motor vehicles is experienced.