
Montreal and Ottawa sub.

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01-Apr-1898 Page 39

The CPR short line to Ottawa will be ready for operation by July. This will be the shortest line between Montreal and the capital, and it will be from the start, the fastest. The question whether the CPR will use the Ottawa Union station or put up a structure of its own, is, according to Mr. Shaughnessy, under the consideration of the executive. The company will continue its transcontinental service by the old line via Calumet, the new line, splendidly equipped, being used chiefly for fast passenger service between the commercial and political capitals. The CPR looks forward to seeing this line one of the best paying in the system. Its construction has been rapid, but solidity has not been sacrificed to speed; the rolling stock which is to be placed on it will be among the finest used on the system.

01-May-1898 Page 64

This line, which is leased to the CPR leaves the Montreal & Toronto line at Vaudreuil, 23.7 miles west of Montreal. The first portion, from Vaudreuil to Rigaud, 17 miles, was built about 4 years ago, with an extension to Point Fortune, 7 miles. In 1896 the line was extended from Rigaud to Alfred 29 miles and during last year this work has been going on the extension to Ottawa. It is now nearly completed and is expected to be opened to passenger traffic early in July, when express trains are expected to make the time between Montreal and Ottawa in 2½ hours with the greatest security and comfort. The distance from Windsor Street Station, Montreal, to the Central Station, Ottawa, is 111 miles, being five miles shorter than any other route. We are indebted to Mr. R.W. Leonard, Manager of Construction, for the following particulars: The line passes along the south shore of the Ottawa River and Lake of Two Mountains from Vaudreuil to Hudson, passing the summer resorts to Como & Hudson thence somewhat inland through beautiful agricultural country past Rigaud and Vankleek Hill to the celebrated mineral springs and summer resorts at Caledonia and Plantagenet from which latter point the Nation River is navigable for small steamers up to Casselman on the CA Ry., a distance of about 20 miles. To the south of Navan and Blackburn is the enormous peat swamp known as Mere Bleue extending to Eastman Springs on the CA Ry.

The stations on the line, with distances from Montreal, are as follows:

Vaudreuil 23.8 miles
Little River 26
Isle Cadieux 28
Como 31
Hudson 33
Hudson Heights 33
Lavigne 37
Rigaud 41
St. Eugene 49
Stardale 54
Vankleek Hill 58 (crosses Hawkesbury branch CA Ry.)
McAlpins 61
Caledonia Springs 66
Alfred 70
Plantagenet 75
Pendleton 80
The Brook 86
Hammond 89 (crosses Rockland branch CA Ry.)
Leonard 95
Navan 99
Blackburn 105
Ottawa 111 (Central Station)

The maximum grades are 0.80 per 100 or 42 feet per mile & the curves are, with very few exceptions, not sharper than 1 degree. It is laid throughout with 73 lb. rails with flat head (section similar to that adopted by Am. Soc. C.E.). Many of the sidings at flag stations are fitted with patent switches and frogs leaving the main line absolutely unbroken at these points and making it particularly safe for fast running. The principle structures are, Nation River Bridge at Plantagenet Springs 4 steel spans of 100 ft. on masonry substructures, Greens Creek, 30 ft masonry arch culvert, about 4 miles east of Ottawa; Rideau River Bridge at Ottawa, 8 spans half-deck plate girders of 65 feet on masonry substructures. There are many other smaller steel or masonry structures, timber being used only in smaller structures and temporary work. The line is fenced throughout with Page wire fence.

01-Jun-1898 Page 96

The M&O is expected to be opened for traffic some time in July, will become part of the CPR Eastern Division under the immediate jurisdiction of Superintendent H.B. Spencer at Ottawa. At present the completed portion of the line between Vaudreuil & Plantagenet is attached to the Ontario & Quebec division. It is not the intention to run the Atlantic & Pacific transcontinental express trains over the new line, and they will continue to run between Montreal and Ottawa via Calumet (official).

01-Jul-1898 Page 121

The Montreal & Ottawa Railway, Vaudreuil to Ottawa, was transferred to the Operating Department of the Eastern Division July 20 and placed under the jurisdiction of H.B. Spencer at Ottawa. It is expected to commence through train service between Montreal and Ottawa on Aug. 1 and to make the trip of 111½ miles in 3 hours with only three stops on the way, Vaudreuil, Vankleek Hill and Caledonia. There will likely be one fast train each way daily and a local each way for general business.

01-Sep-1898 Page 153

This line having been completed, will be opened for passenger traffic August 28, by three hours' service between the two cities, 2 trains a day each way. The rumour is revived that the Co. intends building a passenger station in Ottawa on the east side of Sappers Bridge.

01-Sep-1898 Page 183

Some of the structures between Montreal and Ottawa were built to accommodate a second track.

01-Jun-1899 Page 171

The CPR has been experimenting with an automatic mail catcher on its main line near Ottawa, with a view to using it on the Imperial Limited.

01-Aug-1899 Page 231

It is probable that the CPR will soon inaugurate a 2-hours service between Ottawa and Montreal and of course the Canada Atlantic will also reduce its time half an hour. The CPR short line roadbed is in excellent shape for fast running.

01-Sep-1899 Page 265

The CPR has put two handsome trains in its Montreal-Ottawa run. Each train, consisting of locomotive, baggage car, smoking car, 2nd and 1st class cars and parlour car, is entirely new. The exterior wood of the cars is mahogany, matching the standard equipment. In the interior of the parlour car the panels and columns are of satin wood, richly carved and otherwise ornamented. The ceilings are modelled in the empire style of railway architecture and are superbly decorated in green and gold. Handsome windows of glazed glass add very materially to the pretty effect. The observation windows are hung with damask silk and smoke guards prevent the entry of cinders and dust. The chairs are upholstered in terra cotta plush and look restful and homelike. In either end of the car private staterooms are situated, these being finished in a delicate shade of fawn. The appointments of the first class car are in keeping with those of the parlour car, the same colour scheme being used throughout. The smoking car is furnished with revolving chairs. All the cars are lighted by electricity, the incandescent globes being placed along the sides instead of near the ceiling. The engine is one of the most powerful of its kind ever constructed by the CPR. It is not the intention to cut down the running time of 2½ hours for the 111 miles, it being felt that that is fast enough for all practical purposes for the present, though ultimately it may be reduced to two hours.

01-Nov-1899 Page 330

J.M. Guenette has succeeded J.B. O'Brien as Roadmaster on the Montreal and Ottawa section.

01-Dec-1899 Page 354

In the Sep. issue we briefly referred to the two magnificent trains which the CPR Co. had then just put on the fast limited run between Montreal and Ottawa on the short line via Vaudreuil. The Atlantic type locomotives used on these trains were fully described and illustrated in our October issue. They are giving good service, but have not yet had an opportunity of showing what they are capable of in the way of records. This is due to the fact that the schedule which was intended to be made with them is not yet inaugurated on account of improvements being made in the track. They are at present running between Ottawa and Montreal, 111.4 miles, and are scheduled to make the run in 2 hours and 25 minutes, but the down train from Ottawa is held 5 minutes at Ottawa on account of other station work. They make three stops, slow down 3 times for diamond crossings and run slow at the Ottawa end about 2 miles and at the Montreal end about 1 mile and 6 miles in one place for curves. Extra stops are sometimes made and they have a record of picking up 15 minutes detention without any trouble. Each train also comprises a baggage car, a combination and 2nd class and smoker, a 1st class and a parlour car. They were built at the Co.'s Hochelaga shops at Montreal under the supervision of Master Car Builder Apps. The parlour cars Temiskaming and Lievre are massive structures built on a model to emphasize a loft ideal and display in detail architectural perfection prevalent throughout the train.

There then follows a detailed description of each type of car together with diagrams.

The company has commenced to discard the use of oil lamps in passenger cars, substituting electric light. Under the system adopted each car has a dynamo attached underneath the car body and ingeniously connected with a belt to truck axles. Although the light thus generated is steady and brilliant, it is still in the experimental stage.

01-Jan-1900 Page 16

The Montreal and Ottawa Ry. gives notice of application to the Dominion Parliament for an Act extending the time within which it may complete its railway and connect it with the CPR in Ottawa and for other purposes.

01-Jun-1900 Page 175

Montreal and Ottawa Ry. An Act respecting this Co. assented to by the Governor General, May 7, extends the time for the completion of the line for 4 years from the passing of the Act. This Co.'s line, already built from Vaudreuil to Ottawa, and from Rigaud to Pointe Fortune, is leased to the CPR. The line yet to be completed is from Pointe Fortune towards Hawkesbury.

01-Sep-1900 Page 269

P. Houston has been appointed Roadmaster M&O Section with headquarters in Ottawa.

01-Nov-1900 Page 343

Fast running on the CPR. A fast run was made Nov. 12 with a special train carrying Lord Strathcona from Montreal to Ottawa. It left Windsor Street station at 8.37 a.m. and reached Ottawa at 10.27 a.m. a distance of 111.4 miles in 110 minutes. At least ten minutes should be deducted from this, however, for slow running through Windsor Street station yard at Montreal and the Central station yard at Ottawa, and for reducing speed at four interlocked grade crossings and at St. Annes and Vaudreuil to receive and deliver electric train staff. The train consisted of Atlantic type locomotive 210 with Driver J. Smith at the throttle, one coach and the private car Metapedia, was in charge of Conductor A. Chapman.

01-Jun-1903 Page 189

The C.P. R. has recently added to its passenger rolling stock two parlor cars, the Richelieu and St. Maurice, which have been placed on the Montreal-Ottawa short line. The exterior finish and decorations are in line with C.P.R. standard, and in construction they have all the up-to-date improvements in car construction, especial attention having been paid to take every advantage to add to strength, where experience has shown the need. The length of the cars is 72 ft. over body sills, the extreme length over buffer plates being 79 ft. 10 $\frac{3}{4}$ ins. The exterior finish is Mexican mahogany and is tastefully decorated in gold. In designing these cars the officials aimed at smooth surfaces and light profiles and have eliminated all carving. A very rich appearance has been obtained by using mahogany veneers and neat marqueterie borders and lines decorated in light shades of green. The chairs are upholstered in pale green plush and designed with a view to comfort. The smoking-room is supplied with eight chairs of same design as in the main room, but they are upholstered in maroon-colored leather. The walls of the smoking-room are divided off, by means of marqueterie lines, into large panels which extend from a few inches from the floor up to the base line of the monitor deck. The veneer used in this room is African mahogany. Each car has two women's toilets, a men's toilet and a men's saloon, all being fitted with the latest improved flushing closets and nickeline washstand tops. The main room has four double acme lamps. On each side of the main room or parlor are eight large plate glass windows, the glass being 26 x 48 ins. Each window is fitted up with double top and bottom sashes, the inside bottom being set in a hinged brass frame; this is to enable the glass to be cleaned. Between each window space is a richly veneered and inlaid pilastre, extending from the top of the truss plank to the base of the side cove, while along the base of the side cove runs a neatly inlaid moulding. The bulkheads are in keeping with the side elevation, veneered with the same quality of mahogany, divided off by pilastres, which extend from the floor to the same elevation as the side pilastres. The bulkheads are recessed in elliptic lines, which gives the end views a very novel appearance, advantage being taken with this to form an overhead cove of art glass in colors to match the deck lights. The ceilings are of the Empire style, and neatly attached to the lower end of each centre lamp is an ornamented brass bell cord eye, through which passes the signal cord. This does away with the objectionable swinging bell cord-hanger. These cars represent all that is new and up-to-date in the way of beauty and luxury. The chairs in their comfort and elegance invite an unlimited trip, while the eye is never tired taking in the quiet richness of the decorations of the car. A floor plan and exterior elevation are --

01-Aug-1903 Page 271

The hotel at Caledonia Springs has passed under the control of the CPR., the price paid, press reports state, being \$100,000. A number of improvements are being made to bring the hotel in line with the other hotels belonging to the CPR.

01-Oct-1904 Page 361

Mrs. Merkley, wife of the CPR station agent at Navan was killed in a collision at St. Louis, Sept 3, between a passenger train and a street car.

01-Nov-1905 Page 537

CPR betterments. Plans have been filed at Ottawa for terminals, freight sheds and stations on the east side of the canal, south of Laurier Avenue, Ottawa. About one half of this land is reported to have been purchased and negotiations are in progress for the remainder. The carrying out of the plans will necessitate the closing of Nicholas Street for some portion of its length. Considerable opposition is being manifested to the plans and it is expected that the Railway Commissioners will be asked to direct the formation of a terminal company to provide a joint station etc. for all lines entering Ottawa.

01-Jan-1906 Page 25

Representatives of the CPR waited on the Government at Ottawa Dec. 19 for the purpose of obtaining sanction to construct a double track from its existing lines into the Central Station, Ottawa. The CPR obtains its entrance into the Central Station under an agreement with the CAR which the GTR, since taking over the CAR has notified that it desires to terminate. The CPR has applied for a separate right of way, but the GTR objects on the ground that the Dominion Government has already granted to the CAR all the available right of way into the Central Station. The agreement for this, it is stated, provides for the use by other companies of the tracks on equitable terms. The matter is under consideration by the Government.

01-Mar-1906 Page 147

C. Spencer, heretofore conductor on the Montreal-Ottawa run, has retired, and has been given a position as travelling conductor over the Eastern Division. He will inspect the cleanliness and ventilation of the cars, encourage the men in being careful about their personal appearance; attention and politeness to passengers, and generally to give the younger conductors and train men the benefit of his experience.

01-Jul-1907 Page 485

The Caledonia Springs Company has been incorporated under the Dominion Companies Act with a capital of \$2,000,000 and offices at Montreal to acquire, by lease, purchase or otherwise from the CPR or as much as may be necessary, the Caledonia Springs property and to carry on the business of bottling and selling the mineral waters of the springs, together with various incidental powers. The provisional directors are: Hon. L.J. Forget; C.R. Hosmer, A.D. McTier, W.R. Baker, S.W. Beatty, Montreal, all of whom are CPR Directors or officials.

01-Nov-1907 Page 827

In connection with the improvements which the CPR is carrying out at Hull it is reported locally that a project for the construction of a second track under the CPR property at Little Farm is under consideration.

01-Jul-1908 Page 475

A press report states that the company has decided to erect a large hotel at Caledonia Springs at a cost of about \$2,000,000. We are officially advised that "there is as yet no truth in the report".

01-Aug-1910 Page 621

The Hull Board of Trade is representing to the company the necessity for the provision of a larger freight and passenger station there.

01-Jul-1912 Page 344

The President invited the Hull city council, June 4 to submit suggestions with regard to the new station which it is proposed to build there. The site selected is on Brewery Street at the junction of Frost Street and Chelsea Road. It is proposed to utilize the old station for freight purposes only. Plans for submission to the CPR are being prepared by the city engineer.

01-Apr-1916 Page 148

Six conductors and three outside men were committed for trial in Ottawa, Mar. 12, on charges of theft and conspiracy to defraud the CPR. The men charged are S. Alexander, C.A. Merriam, M. Baker, R.T. Carter, H. Dunham, C.A. Dunham and F. Nelson conductors, and C. Borts, H. Merson, and A. Pintero. It is alleged that tickets were collected from passengers and were resold to other parties at reduced rates, the transactions taking place at Ottawa and on the run between Ottawa and Montreal. All the men charged have since been found not guilty and acquitted.

01-Aug-1916 Page 331

CPR betterments - lay 1 mile 85 lb. rails; construct south west Y connection at Hurdman.

01-Feb-1919 Page 80

A.F. Chapman, conductor on the CPR Montreal-Ottawa trains, has retired under the pension rules after 30 years service. On behalf of the company, A.D. MacTier, Vice-President, Eastern Lines, presented him with a watch and an annual pass over the system for himself and wife, on Jan. 9. E.W. Beatty, President, wrote to him a letter stating that for the past 30 years he had occupied the position of conductor in a manner which reflected credit on himself and the road.

01-Jan-1921 Page 14

CPR - a press report states that about 300 acres of farm land in the vicinity of Cyrville, near Ottawa, have been bought by the CPR, at an approximate cost of \$30,000, the price varying from \$50 to \$200 an acre. The company, it is said, will build a locomotive house and repair shop there.

01-Dec-1923 Page 575

New 100 lb. rail has been laid between Vaudreuil and Ottawa.--The steel to Ottawa was laid in 27 days.

01-Jul-1927 Page 411

Rock ballasting of main lines will be completed from Montreal to Toronto via Chalk River. At Rigaud, a locomotive house will be built.

01-Nov-1927 Page 634

In connection with order 39566 for the rebuilding of bridge 86.7 Gladstone Avenue, we are advised officially that no change is being made in the substructure, but that the existing 36 ft. 4 in. half deck plate girder span is being replaced by a similar span of heavier capacity to accommodate heavier locomotives.

01-May-1928 Page 254

Heavy floods in the Rideau River, April 6, resulted in considerable damage to bridges, etc. The CPR single track bridge near Hurdman Station sustained damage to one of its masonry piers which resulted in the tracks being thrown out of alignment. Traffic was rerouted while the tracks were realigned.

01-Jul-1929 Page 429

The stations at Hammond and Vankleek Hill will be remodeled. A new pumphouse will be provided at Vankleek Hill. New sidings or siding extensions will be built at Hull West. New business siding will be built at Gatineau.

01-Apr-30 Page 224

New sidings at Hull West.

01-Jun-31 Page 361

Hull City Council is reported to have discussed construction of a subway to carry Montcalme Street under the CPR tracks, a definite decision not having been arrived at.

01-Feb-33

Page 63

Quebec Court of Appeals has awarded CPR \$4,750 for damage caused to its Trans-Canada train when it struck a truck owned by Dominion Tar and Chemical at Plantagenet, ON. The CPR sued for damages to the train and the truck owner sued the CPR for \$3,806. Mr. Justice Cousineau dismissed both suits having held that there was no fault on the part of either railway or the truck driver. Both parties appealed; the CPR appeal was sustained and that of the truck owner dismissed. In its notes of judgement the Appeal Court adopted the Imperial Privy Council judicial ruling in the case of GT Ry. vs. McAlpine, which held the duty incumbent on a person about to cross a railway track at grade is not satisfied by merely looking both ways when approaching the track, it being necessary also that he look just before crossing. The judgement held that the requirement of stopping, looking and listening, as confirmed by the provisions of the highway Traffic Act, are established by a long line of recognized jurisprudence.

01-Jan-41

Page 15

New station at Rigaud

01-Dec-45

Page 678

A modern station is being built at Pendelton which was completed and opened for service in November. The construction of these (four) stations is an experiment which will have an important bearing on the carrying out of construction delayed by the war, but that innovations at the four stations will be tested thoroughly before any general programme is embarked upon.