
Ottawa, Northern and Western

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

01-Jul-1898 Page 118

The fact that the PPJ and O&G employees are some 9 months behind in their pay was recently brought to the attention of the Minister of Railways who said he would get the Deputy Minister to look into it to see what could be done. P. Heney of these companies, states that no employee of the roads can truthfully say his pay is 9 months in arrears. It is true, he says, that some employees are not fully paid, but they all receive pay every month, either in cash or orders, which are invariably honoured. In reference to the financial condition of the roads and the extent of the present business, he says both are improving and that their condition today is 25% better than a year ago.

The Quebec Government has issued execution against the PPJ and Gatineau Valley roads in connection with a judgement secured in the Superior Court in 1884. The company, it is alleged, owes commercial taxes to the government.

01-Sep-1898 Page 147

Reference to July issue page 118. An Ottawa dispatch of Aug 11 said Mr. P.W. Resselman, who is Superintendent of both lines, had received a communication from the government's solicitor settling the matter, that all proceedings had been withdrawn, the papers being cancelled on July 30 and that the sales advertised would not take place.

01-Jun-1901 Page 181

H.G. Beemer, President, announces that the following officers will have charge: H.L. Maltby, Secretary-Treasurer and Purchasing Agent, Ottawa: P.W. Resseman, General Passenger and Freight Agent and General Superintendent, Ottawa: Geo. A. Savage, General Auditor, Montreal: Geo. A. Lizotte, Traffic Auditor Receipts and Disbursements, Ottawa and James Kay, Master Mechanic, Aylmer.

01-Aug-1901 Page 232

The Ottawa, Northern and Western will build a joint station in Hull of either pressed brick or stone, to cost from \$4,000 to \$5,000 and also to be used by the Pontiac Pacific Junction Ry.

On the extension from Gracefield towards Maniwaki, about 12 miles were cleared and a little grading done last year. No work has been done this year.

01-Nov-1901 Page 337

The ON&W is building a station at Hull. It is in the Elizabethan style of architecture, and is built of stone and pressed brick to the height of the first story, above this in half timbered work. The dimensions of the building are 50 x 24 ft. It contains a large general waiting room with lavatories connected, a ladies waiting room about 16 ft. square with lavatories etc. and dispatchers' office opening into the general waiting room, all on the ground floor. In the basement is a hot water heating apparatus. The first floor is arranged for the stationmaster's house, with six good sized rooms, including a large living room, kitchen and bathroom. The baggage rooms are 136 x 20 ft., and in close proximity to the station and practically under the same roof, which is extended from the station to cover them. The architects are Finley & Spencer of Montreal. The Co. is negotiating with the CPR for permission to cross the tracks of that Co. in order to obtain an entrance into the Central Station at Ottawa.

01-May-1902 Page 163

CPR's latest purchase - see photocopy.

01-Jun-1902 Page 187

There is a picture of the bridge and approaches from Sappers bridge but with a train just coming off the Interprovincial Bridge. The street car tracks have not been levelled neither have streetcar wire posts been erected. (Maybe this is a picture taken of the same train as used in my article in Branchline but a few minutes before.)

This bridge has recently been acquired by the CPR in connection with its purchase of the ON&W, PPJ and Hull Electric Railways. details of platform etc. Beginning June 15, the CPR transcontinental trains will run between Montreal and Ottawa via Vaudreuil and the short line instead of on the north side of the Ottawa river as at present. From the Central Station Ottawa the train will cross over the Interprovincial bridge to Hull, thence over the north shore line to the Union Station in Ottawa, and thence west as at present. Eastbound transcontinental trains will also use the bridge.

01-Jun-1902 Page 209

ON&W and PPJ. Those lines having passed under the control of the CPR, A.R. Creelman, Chief Solicitor of the CPR has been elected President and C.W. Spencer, General Superintendent of the Eastern Division of the CPR, Vice President and General Manager. P.W. Resselman continues as General Superintendent; H.B. Simms has been appointed Assistant Engineer succeeding G.C. Dunn, Chief Engineer, who has associated himself with H.J. Beemer in contracting work.

01-Jul-1902 Page 235

ON&W - PPJ P.W. Resseman, General Superintendent, has resigned. It is reported that he has been appointed chief trainmaster on the Western Division of the NYC with office at Buffalo, NY.

It is rumoured that H.B. Spencer, Superintendent of the CPR at Ottawa will also have charge of the ON&WR and the PPJR.

G.A. Duncan has been appointed District Passenger Agent; J.H. Sorley District freight Agent, and G.A. Fowler, Lumber Agent. Mr. Duncan is City Passenger Agent of the CPR at Ottawa, Mr. Sorley is City freight Agent, and Mr. Fowler is Lumber Agent. They will continue to hold these positions also.

01-Aug-1902 Page 273

PPJ & ON&W. P.W. Resselman having resigned, H.B. Spencer has been appointed General Superintendent with office in Ottawa. Mr. Spencer continued as Superintendent of the CPR at Ottawa.

01-Aug-1902 Page 276

P.W. Resselman, late Superintendent of the ON&W and PPJ was presented with a gold watch and chain by the railwaymen and employees of the two lines on the occasion of his leaving Ottawa recently to take up the duties of his new position as trainmaster of the NYC at Buffalo, NY.

01-Aug-1902 Page 267

ON&W. C.W. Spencer Vice President and General Manager, after a recent inspection of the old ON&W and PPJ Rys. stated that it was intended to improve the lines and place them in the best possible condition. The exact route to be followed in making a connection between the PPJ and the transcontinental line of the CPR at or near Pembroke had not been decided, but would be on an early date. Surveys were in progress on three lines. (June pg. 195.)

01-Sep-1902 Page 317

PPJ ON&W. F. Dillinger has been appointed Trainmaster, Office Union Station, Ottawa. Until recently he was acting Superintendent of the CPR at Chapleau.

01-Oct-1902 Page 338

Application was made to the Minister of Railways, Aug. 29 for official sanction of the amalgamation of the Ottawa, Northern and Western Ry. Co., formerly the Ottawa and Gatineau Ry. Co., and the Pontiac Pacific Jct. Ry. Co. under the above title (Ottawa, Northern and Western Ry. Co.)

01-Nov-1902 Page 390

Press reports state that F.W. Dillinger, Trainmaster of the ON&W has gone west to become Superintendent of one of the districts on the western division.

01-Dec-1902 Page 411

ON&W. F.M. Spidal, Trainmaster of the COR at Ottawa has also been appointed trainmaster of the ON&W and the PPJ vice F. Dillinger transferred to the CPR western division.

01-Jan-1903 Page 15

The ON&W has added one box car 40,000 lbs. capacity to its equipment. All the other equipment on the line is marked with the initials of the O&G and the PPJ, which are now amalgamated under the above title and the initials ON&W appear on the new rolling stock.

01-Feb-1903 Page 45

Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized under the various acts of the O&G and PPJ, now amalgamated under ON&W. The O&G had power to extend its line to some point on James Bay and the PPJ was authorized to construct a line to Sault Ste. Marie, passing south of Lake Nipissing.

The grading on the extension from Gracefield to Mainwaki, in the direction of James Bay has been completed for 14 miles. Some rock cuts will be completed during the winter and tracklaying and ballasting will be commenced in the spring. It is expected that the whole of the 23 miles to Maniwaki will be completed by Sept. or Oct. (Nov., 1902 pg. 385.)

01-Dec-1903 Page 414

The ON&W having been leased to the CPR it has, since midnight of Oct 31 been operated as a part of district 4 of the eastern division of the CPR. All employees then in the ON&W service became employees of the CPR. The line between Hull and Gracefield has been named the Gracefield branch and the line between Hull and Waltham the Waltham branch. The positions heretofore held by H.S. Maltby, Secretary treasurer, B. Simms, Assistant Engineer, and G.A. Lizotte, Auditor, have been abolished.