
Ottawa Terminal

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

01-Apr-1898 Page 40

New car shops in Ottawa East will probably be re-commenced about May 1, and about the same date work will begin on the Central Depot.

01-Jan-1899 Page 11

There is no later news about the proposed Union Station in Ottawa than we published last month (pg. 261) except a rumour that a scheme is on foot there for the formation of a company which proposes to buy up the rights of the CAR, OA&PS, CPR and O&NY companies to the central facilities and then operate the terminal, charging each railway according to the number of trains handled daily. It is proposed to erect a modern Union Station.

An iron bridge has been erected at Eastman Springs, over a creek which for some years past has washed away the tracks during the spring floods. The bed of the stream here has been dredged out and it is expected this will allow the volume of water to pass without damaging the road.

It is proposed the CA Co. and the city of Ottawa jointly build a bridge over the CA tracks at Maria Street and the Rideau Canal at a cost of about \$40,000.

01-Feb-1899 Page 40

President Booth of the CA system has notified the Dominion Government of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the central depot. It is said the plan for the station has been practically decided upon and that it will be built of stone. It will be of four stories in height and will extend back to Sappers Bridge. The entrance will be from a level with the street or bridge. The 2nd floor of the station, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies parlours adjoining, also restaurant and ticket offices. The train sheds and baggage room will be on the ground floor and elevators will carry passengers to and from them to the waiting rooms. Six tracks will enter the train sheds. The Booth Companies' offices will be in the 3rd and 4th floors. A library for the employees of the road will be located on the 3rd floor. Already \$2,000 has been subscribed for the procuring of books etc. The station will be after the design of the Chateau Frontenac, Quebec and will likely be constructed of Nepean sandstone, of which the Parliament buildings were built.

In connection with the foregoing, it may be mentioned that there is a proposition on foot for the formation of a terminal station company, the shareholders of which would be the City of Ottawa, to the extent of \$50,000, which it is to contribute towards the erection of a union station, and the various railway companies.

The various railway companies are at present using the Canada Atlantic premises under an order of the Railway Committee of the Privy Council. The expenses of operating and maintaining the station property is divided between the companies using it on a wheelage basis, the rental has not been determined.

01-Mar-1899 Page 72

Ottawa Union Station. President Booth of the Canada Atlantic system is said to be opposed to the terminal company scheme, mentioned in our last issue and says he is anxious to proceed with the erection of a central station as soon as permission is given and plans approved. Sir William Van Horne has written the City Clerk that he is not personally in favour of the terminal scheme and that he cannot see his way clear to endorse it. He suggests, however, if convenient, that the committee should leave the matter over until Vice President Shaughnessy's return from Europe, as such matters come more within Mr. Shaughnessy's Department.

01-Jun-1899 Page 169

A large amount of work is being done at the Canada Atlantic shops in Ottawa. Twenty five stock cars have recently been completed, 25 refrigerator cars are being built and 500 box cars have been commenced at.

Entirely new trains, with thoroughly up-to-date cars, have been put on between Ottawa and Montreal, both ways.

We are officially informed that the report recently published in some daily papers to the effect that this Co. has built car shops in Ottawa was unfounded, as a start has not yet been made at the permanent shops. The report probably arose from the erection of some temporary buildings, put up for the construction of a lot of freight cars pending the completion of the permanent shops. The first temporary building is to be used as an erecting shop and is 450 x 80 ft. The second one, which contains the machinery, is 225 x 90 ft.

01-Jul-1899 Page 209

The Canada Atlantic will this fall commence the erection of large car shops at Ottawa in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops and repair works are situated. The buildings put up this spring at the foot of Elgin Street and which are now being used, will be discarded after the proposed structure to Ottawa East is up. They will then be used by the Co. for storage or may be available for manufacturing purposes. When the new car shops, which will be erected and equipped at a heavy cost, are completed, all the works of the Co. will be adjacent to each other, instead of being half a mile apart, as at present. They will consist of erecting, woodworking, drying and painting shops and will be run with electricity. In order to make the foundation a great deal of filling will have to be done, and work on this will commence in the near future in time for the erection of the shops to start in November and be completed early in the spring - Ottawa Citizen.

01-Sep-1899 Page 267

The Canada Atlantic will not rebuild the car shops at the foot of Elgin Street which were recently burned, as the shops built this year at Ottawa East and Stewarton provide sufficient facilities. An addition of nine stalls is being made to the round house.

01-Sep-1899 Page 303

The Canada Atlantic has built 500 freight cars at its Ottawa shops this year and is about to build 500 more to be completed by next spring. These cars have a capacity of between 70,000 and 80,000 lbs. each

01-Jan-1900 Page 10

The Canada Atlantic built about 400 boxcars at its Ottawa shops last year also a number of refrigerator cars.. the reason why the car shops have been temporarily closed is .. We have run out of car sills and wheels and as soon as we receive the necessary supply we will resume operations.

01-Feb-1900 Page 45

The Canada Atlantic will, it is said, build 700 boxcars of 70,000 lbs. capacity at its Ottawa shops this season. The shops were shut down recently on account of scarcity of material, but will soon be reopened, when about 400 men will be employed and 4 or 5 cars a day will be turned out. It is said that no locomotives or passenger cars will be added to the rolling stock this year. The locomotives are being overhauled in preparation for the busy season. Thirty cars, 40 ft. long, with a capacity of 70,000 lbs. have recently been completed at the Ottawa shops for use in President Booth's log traffic between the Upper Parry Sound district and Ottawa.

01-Feb-1900 Page 41

Work will not be started on the new Central station in Ottawa before next fall at the earliest, as the government military stores which are located on the site will not be vacated before then.

01-Feb-1900 Page 43

As a solution of the difficulty which railways in Ottawa seem to experience in a marked degree at the present time, a terminal scheme is suggested by some local railway men and from the success attending such projects in other cities, it is by no means an unreasonable proposition. The fact, however, that some of the railway corporations are already secure in their rights and naturally inclined to tenaciously hold on to them is likely to have a militating effect against the successful accomplishment of any such scheme at the present time at least, or as long as the city is disposed to grant franchises which is perfectly within its province. A terminal system, as pointed out, would do much to mitigate difficulties experienced in the past and by no means unknown at present in local railway circles. The scheme as operated elsewhere consists in the construction of a belt line by a terminal company owning all the tracks as well as the depots and in the payment of their proportionate shares, allowing all roads to come in on an equal footing as well as being of benefit to industrial enterprises located in such a line. At the present time if a new railway wishes to enter a city it can get as far as the limits but no farther, inasmuch as older roads first on the scene have acquired control of the running powers. - Ottawa Citizen.

01-Mar-1900 Page 74

The Canada Atlantic shops in Ottawa are running on regular time. The Co. proposed to build about 700 freight cars by July 1. They will be principally boxcars for grain traffic, but a number of refrigerator and other cars will also be constructed.

01-Apr-1900 Page 111

It is not expected that work will be started on the Central station in Ottawa this year, as it is not likely that the Department of Militia will vacate the military stores building in time. (Feb. pg. 41.)

01-May-1900 Page 137

Four cars are being turned out daily at the Canada Atlantic's Ottawa shops.

01-May-1900 Page 143

The Co. will probably erect a paint shop in connection with its buildings at Ottawa East. The proposed structure will be about 300 x 70 ft. In addition to the painting department it will contain room for construction purposes and will materially add to the car building facilities of the road. It is likely that the shops at Elgin Street will be discarded in the near future in order that all manufacturing buildings be adjacent to each other.

01-Jun-1900 Page 167

The diminution in the supply of lumber occasioned by the recent Hull-Ottawa fire interfered considerably with the work at the Canada Atlantic car shops, where operations were temporarily suspended. The employees, however, were not thrown out of work, but have since been engaged in equipping cars with air brakes and patent draw-bars. About 2,000 cars have thus to be equipped and considerable time will be necessary to do the work. By the time it is completed other operations will have resumed in the shops.

01-Jun-1900 Page 174

A building has recently been erected near the roundhouse in Ottawa for the employees, comprising reading, smoking and dining rooms and baths.

The Co. is negotiating with the Ottawa city council in reference to building a subway under the tracks at Elgin Street yard.

01-May-1902 Page 169

The CAR car repair shops in Ottawa were damaged by fire recently, 2 passenger cars, a combination passenger and baggage car, 2 freight cars and a wrecking derrick being destroyed.

01-Jun-1902 Page 189

It is reported that the Co.'s repair shops at Ottawa, which were burned down Mar 21, will not be rebuilt, but that all work will be done at the main shops Ottawa East. (April, pg. 121.) Should be May pg. 169.

01-Jul-1902 Page 240

The CAR has just finished at its Ottawa shops, two 1st class passenger coaches, 65 ft. long with wide vestibules on six wheel trucks; and is building 35 platform cars, 60,000 lbs. capacity.

01-Aug-1902 Page 262

Press reports say that the Co. will commence the erection of a new central station at Ottawa this summer, at an estimated cost of about \$250,000. We are officially informed that there is nothing new in connection with this matter. (June pg. 189.)

01-Oct-1902 Page 348

The CAR is building a 65 ft. 1st class passenger coach at its Ottawa shops. It will be up to date in every respect, 6 wheeled steel trucks, finished outside in cherry, inside in mahogany, smoking rooms, closets, ladies' toilet compartment, etc. The body of the car will be of the Company's standard. On the ends will be iron combination re-in forcing parts, standard steel platforms and vestibules. There are a large number of engines and cars to overhaul, and with the painting of equipment for next year the shops will be kept fairly busy until next season.

01-Nov-1902 Page 381

J.R. Booth recently stated that work would be commenced on the new central station in Ottawa early next spring, possession of the site at the canal basin having been obtained. (Aug., pg. 262.)

01-Feb-1903 Page 37

An arrangement is about to be concluded with the CPR in respect of the use of the Central station at Ottawa by that Co., and the consideration of the question by the Railway Committee of the Privy Council has been postponed.

01-Oct-1903 Page 340

The work of bridge improvement, ballasting etc. on the western portion of the line commenced in the spring has been completed and attention will now be paid, G. Mountain, Chief Engineer, recently stated, to the work on the new subway at Elgin St. Ottawa. The position of matters concerning the agreement entered into in 1895 for the construction within three years of a central station in Ottawa remains as it was. The city council has had an interview with the Dominion government, which leased the proposed site to J.R. Booth. There is a dispute between the government and the Sparks estate in respect to a portion of this land and Mr. Booth's contention is that he cannot build the station until the appeal, which is pending before the courts, regarding the title to the land, is disposed of.

01-Nov-1903 Page 376

The CAR is building at its Ottawa shops 20 box cars, some of which are completed.

01-Mar-1904 Page 73

Plans are stated to be in course of preparation for the proposed central station at Ottawa, and it is expected that matters will be so far forward that work will be started in the spring. Two sets of plans are being considered, one of which will call for the expenditure of \$75,000 more than the other.

01-Jul-1904 Page 231

Plans for the construction of a central station at Ottawa have been rejected by the Minister of Railways on the ground that inadequate provision was made for through traffic. A suggestion has been made by the Minister that the CAR officials should consult with the CPR and the Ottawa city officials and come to an agreement as to what is required.

01-Jan-1905 Page 9

The mayor of Ottawa recently had an interview with C.M. Hays 2nd Vice President and General Manager of the GTR respecting the building of the central station in Ottawa. Mr. Hays stated that as soon as the CAR was taken over by the GTR he would discuss the whole situation about the station and no doubt that a satisfactory arrangement would be reached.

01-Jul-1905 Page 301

In connection with the taking over of the CAR it was recently stated that a station building and large hotel would be built at Ottawa. We were advised June 21 that it was as yet too early to say what plans will finally be adopted in this respect.

01-Aug-1905 Page 349

The GTR is reported to be securing lands adjoining the Central Station, Ottawa, with a view of yard extension as soon as the line passes under its control. Plans have been approved for the strengthening and reconstruction of a number of bridges on the line and work is being proceeded with.

01-Nov-1905 Page 515

There is no truth in recent press reports to the effect that the GTR has given notice that after the current year the use of the CAR tracks into the Central station by the CPR will have to be discontinued unless new financial arrangements are made.

01-Jul-1906 Page 403

The railway commissioners have had under consideration the application of the GTR to expropriate various properties around the Central Station for terminal purpose in connection with the new station.

01-Jan-1907 Page 23

Plans for the proposed new central station and hotel at Ottawa have been submitted to the Premier and the Minister of Railways for approval. It is expected that a start will be made upon the erection of the building early in the spring.

01-Mar-1907 Page 177

The GTR is carrying forward the negotiations for the construction of a central station and hotel at Ottawa. C.M. Hays, Second Vice President and General Manager, among other matters, discussed with the assessment committee of the City Council, the question of the fixed assessment of the property. He asked for an assessment of \$200,000 on the hotel and \$150,000 on the station building, the widening by the corporation of Little Sussex Street, and the closing of certain small streets. The plans of the proposed structures and of the lay-out of the grounds were laid before the committee. The question of the terms upon which the central station will be utilized by the CPR are under consideration by the Board of Railway Commissioners, the matter having been argued by the railway officials Feb. 12.

01-Apr-1907 Page 233

Article on GTR station and hotel for Ottawa.

01-Apr-1907 Page 257

The Ontario Legislature is being asked at its current session for an act authorizing the Ottawa City Council to respectively grant fixed assessments of \$150,000 and \$500,000 upon a central union passenger station and a hotel to be constructed by the GTR at a cost of \$250,000 for the station and \$1,000,000 for the hotel; and to provide for the cost of widening Little Sussex Street for the purpose of the erection of the station and hotel, by the issue of debentures.

01-Jun-1907 Page 409

The GTR would be proceeding with organization of the Ottawa terminals Ry. at once, that plans for the new Union Station would be filed by July 15 and that construction would be commenced within six months.

01-Aug-1907 Page 577

Plans were filed with the Department of Railways by the GTR July 13 for the proposed Union Station at Ottawa. The plans contemplate a terminal station on the site of the present central station. The new building will be oblong in shape and will be surmounted by a large dome. The estimated cost is \$250,000. The hotel, which is to be erected in connection with the union station, will be placed to the north, abutting the east bank of the canal and Rideau Street. The building is planned in semi-Gothic style and will overlook Major's Hill Park and Sappers bridge. A single track under an archway of the hotel leads out to the CPR running line over the Interprovincial Bridge. A full description of the station appeared in our April issue.

01-Sep-1907 Page 665

On his return to Ottawa, after his recent trip to Europe, Sir W. Laurier stated that one of the first things to engage his attention would be the pushing forward of the project of the new station and hotel which he was disappointed to find had been delayed during his absence. Subsequently the Premier had consultations with W. Wainwright, Fourth Vice President GTR, and D'Arcy Scott, Mayor of Ottawa in reference to the position of the plans. On Aug 9, the GTR, which company has the duty imposed upon it of the erection of the new station, submitted plans for the same to the Department of Railways for approval. The plan, which had been previously submitted have been withdrawn. The site of the new station is to be adjoining Sappers Bridge; and the plans provide for a terminal station with accommodation, not only for the GTR but for the CPR and any other system desiring to utilize it. The central portion of the building will be ten storeys in height, and will be laid out as an office building for the various railways and for general use. The question of the erection of an hotel is in abeyance, but it is expected that some steps will be taken by the GTR towards building one at an early date.

01-Oct-1907 Page 757

Ottawa Terminal Railway. Tests were made of the ground on the site of the new station building Sept. 12, with a view of arranging the foundation work. Rock was reached in most places at a depth of 2 ft.

01-Oct-1907 Page 737

The Dominion Cabinet has approved of the plans for the Ottawa central station and hotel. The station will be on practically the same site as the present central station which was taken over by the GTR from the CAR. The hotel will be located on the south west corner of Major's Hill Park with a frontage of 135 ft. on Wellington Street and a side elevation on the west facing the canal and eastern block of 80 ft. It will be seven stories high, with 300 rooms and 100 bathrooms. The architecture will be Norman gothic, to harmonize with the Parliament and Departmental buildings. It is said that construction will be started this autumn. B.G. Gilbert, of New York is the architect and associated with him is C.P. Meredith, of Ottawa.

01-Oct-1907 Page 757

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G.T.R. Ottawa Station and Hotel.

The plans of the Ottawa Terminals Railway Co., which is controlled by the G.T.R., for a central station and office building, and a hotel at Ottawa, have been approved by the Dominion Government, and preliminary work has been begun on the site, so that foundations for both structures may be put in this fall. The station and office building, which will be erected practically on the site of the present Canada Atlantic Ry. station, but which will, of course, occupy more space, will be approximately 150 ft. square; the main waiting-room, ticket office, concourse, etc., being located on the track level adjoining a new station plaza, 00 x 180 ft., for hacks, baggage waggons, street cars, etc., similar to the Bonaventure station plaza at Montreal. Adjoining this plaza and the station proper the train shed, 800 by 150 ft., will extend alongside the Rideau Canal, the passenger platforms being 20 ft. wide, and over 1,000 ft. long, and covering nine tracks with connection to Alexandra bridge. This train shed is designed to be used for the G.T.R., the C.P.R., the New York Central Rd., and future connections. The Rideau St. level will be approximately 22 ft. higher than the tracks. At the center of the building at this level will be a wide interior portico and lobby with a commodious stairway to waiting-room below; also ample elevator service. The wide, generous exit stairway from the train shed and concourse will be used for this purpose only, and extend to the intersection of Sapper's bridge at the Rideau St. level, as at present, from the old station. The mezzanine between grades will contain the train despatcher's and station master's offices, service rooms, etc. The upper floors will be arranged for railway offices, with all modern accommodation. The structure, in all its details will be fireproof throughout, with framework of steel, and exterior of stone, a modern, up-to-date structure, with all accessories for convenience and comfort. A separate annex will be located at the axis line of Sussex St., which it is likely will be widened by the city, and will contain baggage and express rooms, also rooms for conductors and trainmen, mail, customs, power plant, etc. The area of the principal rooms will be approximately as follows: general waiting-room, 52 ft. square, with wide wings, each 50 x 50 ft. and 40 ft. high; women's room, 52 x 32 ft., with rest room, lavatory, etc.; men's smoking room, 32 ft. square; union ticket office, 52 ft. square; lunch room, 52x35 ft.; sleeping car and telegraph offices and information bureau, each 15x20 ft.; train despatcher's office, 52 ft. square; telephone booth, news stand, parcel room, etc., as required, also second-class accommodation: public concourse, 155x50 ft.; union baggage room, 90 x 70 ft.; express room, 50 x 50 ft., etc. The total ground area utilized for terminal station, approaches, etc., will amount to over 300,000 sq. ft. Thus Ottawa will possess, when it is completed in 1909, a union station larger in comparison than any other city of its size either in Canada or the U.S.

The hotel will be erected in the south-west corner of Major's Hill Park, overlooking the Parliament Buildings, Ottawa River, Rideau Canal, and with distant views of the Chaudière Falls, the Gatineau Valley and the Laurentian Mountains. It will contain over 300 bedrooms and 125 baths, in addition to ample service and public rooms, private banquet halls and ballrooms, special and royal suites, etc., also terraces on the ground floor overlooking the park, with lamps similar to those on the Bois du Boulogne in Paris. It will have all modern conveniences, accommodations and furnishings which go to make up a first-class and successful hotel, and will provide what Ottawa has long needed in this respect. In keeping with the Parliament Buildings, which dominate the local architecture, also the new departmental buildings, soon to be erected, the station and hotel have been designed in a free gothic style, by B. G. Lee, of New York.

01-Jan-1908

Page 21

It is expected that tenders will be asked early in Jan. for the construction of the projected new terminal station at Ottawa. A model of the station and hotel building was expected to be ready for exhibition Dec. 31.

01-Mar-1908

Page 201

The Dominion Parliament is being asked by the Minister of Public Works at the current session for an act confirming an order in council dated Sep 20 1907 authorizing the sale of a part of Major's Hill Park to the GTR for the purposes of a site for an hotel, and directing that the proceeds of the sale should be placed to the credit of the Ottawa Improvement Commission.

Plans have been submitted to the Ottawa Board of Control by the GTR showing an hotel and station, the former to cost \$1,000,000 and the latter \$500,000. Some opposition has been shown to the acceptance of the plans by the city owing to the amount which the company first announced its intention of spending having been cut down.

01-Apr-1908

Page 249

A meeting of the shareholders was called to be held at Ottawa May 26 for the purpose of organization and election of officers.

The result of the discussion by the Ottawa City Council as to the amended plans for the projected terminal station and hotel was the passing of a resolution Mar. 6 giving the GTR until April 15 to revise the plans of the station in several details. E.H. Fitzhugh, Third Vice President, in explanation of the plans and models, said on the basis of the present plan the hotel and equipment would cost \$1,525,441 and the station \$1,177,517. The latter includes the train sheds, baggage annex and concourse. The models showed the erections as originally proposed and the plans were the same, except that the office wing had been cut off the station building. To erect it would greatly exceed the expropriation, but the building would be so constructed as to permit the extra wings to be put on whenever required.

01-May-1908

Page 339

C.M. Hays, Second Vice-President, and Mr. W. Wainwright, Fourth Vice-President, GTR were in Ottawa April 10 in consultation with the Premier upon the construction of the new Central station at Ottawa. Mr. Hays, in an interview, said the plans were in the hands of E.H. Fitzhugh, Third Vice-President and the engineer and architect for revision. The plans and specifications were to come before the city council for approval of the revision April 15, but on the previous day a letter was received from Mr. Hays, Manager, asking for a further extension of time until June 1, for submitting the revised plans.

The city council at a meeting, April 16, passed a resolution granting an extension of time to May 15 to file the amended plans.

Ottawa Terminals. Building operations on the baggage annex at the Central station, which were suspended in the fall of 1907, were resumed May 10. This building, it is stated, will be used as a temporary station during the erection of the new joint building. The amended plans for the new union station and G.T.R. hotel were submitted to the city council May 15. In a letter, C. M. Hays, Second Vice-President and General Manager, said: "So far as the hotel is concerned, it is substantially in accordance with the plans and model which have heretofore been presented and which, I understand, were satisfactory. As to the station plans, those now presented are, in our opinion, more appropriate in their design and appearance for station purposes than those heretofore produced and fully meet the requirements for many years to come. The estimated cost of the hotel and appurtenances is something in excess of \$1,500,000 and for the station about \$525,000, exclusive of the cost of baggage and express buildings, train sheds, platforms, tracks, etc., while as you will recall, our obligations with the city call for a station costing not less than \$250,000 and a hotel costing not less than \$1,000,000. The plans are presented by our architects, Ross & MacFarlane, of Montreal, who will be prepared to give you any explanations in detail that may be desired."

The new plans for the station show a main central building and two subordinate wings. In the main building on a level with the tracks is located the general waiting room, containing 9,009 sq. ft. Access to the waiting room is obtained directly from Rideau St., by three spacious openings through the main hall and stairs 30 ft. wide. Egress to the trains from the waiting room is obtained by three similar openings leading to the general concourse, which is 60 ft. wide. Tickets, telegraph and telephone booths, information bureau, news stands, ample parcel room, and other conveniences are provided along the four sides of the waiting room where they are easily accessible and visible. A broad covered passage at the easterly end of the large concourse leads directly to the baggage room, which is located in the baggage building with the express offices, power plant, immigrant rooms, etc. A broad, well-lighted subway will lead through to the hotel. A special waiting room has been made for governmental use and a large carriage course to the east of the main concourse is available. The building is to be of Indiana limestone and the architectural treatment of the exterior has been designed with a view of obtaining a monumental effect and of expressing clearly on the exterior the function of each part of the building.

The plans submitted for the hotel embody some of the suggestions made in the plan of ground floor previously prepared, but in the basement and all floors above ground floor there is a different arrangement. On the first floor there are 33 chambers, three state apartments and two parlors. On the second, third, fourth and fifth floors there are 58 chambers on each floor, two of which are suggested for use as parlors. The total number of sleeping apartments for guests is 302; of this number 155 will have private baths. There will be a palm room, general dining room, private dining rooms, restaurant, banquet hall, ballroom and reception rooms. The main dining room has been well placed with regard to light and aspect, as it has a commanding view of the park and the Parliament buildings. A stairway from the rotunda of the ground floor leads directly to the subway into the station.

The Dominion Government approved of the plans for the construction of the new joint terminal station and hotel at Ottawa, which have been submitted by the G.T.R., which is responsible for its erection. Prior to their submission to the Government the plans and specifications, and the terms of the agreement thereto, were fully considered by the special committee of the city Board of Control, and approved. The agreement has not been finally approved by the city council, as a number of the aldermen desire to have a "fair wage" clause inserted. It is expected, however, that the agreement will be signed early in July. The agreement provides for the erection of a station to \$250,000, and an hotel to cost \$1,000, the city to give the company a fixed assessment of \$150,000 on the station for 20 years, and of \$500,000 on the hotel for 15 years. The plans finally approved were prepared by Ross and Macfarlane, architects Montreal, and while they follow in general the dimensions and lines of the plans originally submitted, they are less ornate and costly. A general description of the station building was given in our issue for Nov., 1907, which applies practically in its entirety to the present plans. The classic style of architecture has been chosen as being the most appropriate for a railway terminal, and because it also lends itself to the best disposition of office accommodation. The exterior of the building will be of light buff Indiana limestone or Ohio sandstone, and the internal structure of steel framework, concrete and terra cotta. The main entrance to the hotel will open from a large portico into a spacious hall. On the ground floor will be the office commanding the entrance from the railway subway, and the other exits and entrances, while the steward's office will be located in the basement, where the kitchens, employees' rooms, billiard room, grill room, etc., will also be located. The general dining rooms will be on the main floor, and the bedrooms, etc., are on the upper floors. On the first floor, it is proposed to have 33 chambers, of which three will form the state apartments and two will be parlors. On the second, third, fourth and fifth floors there will be 58 chambers on each, and on the attic floor 37 chambers for guests, 2 dormitories for men and 5 dormitories for women. Of the total number of 302 sleeping apartments for guests, 155 are to have private bathrooms, 104 will have basins, and all will have cupboards. All the rooms will be of good size. There will be ample stairways, wide corridors, and numerous elevators. Fire escapes will be provided on each floor, and there will be fire doors in the corridors. It is expected that work will be started at an early date upon the main building. At present there is under construction a building which will form an annex to the station building, and be utilized for baggage and express purposes.

The Ottawa City Council, on June 25, finally approved of the agreement with the GTR respecting the erection of a union station and an hotel in that city, the fair wage clause, which was the source of the difference, being struck out. The agreement was signed by C.M. Hays Second Vice-President and General Manager June 29 and was subsequently executed by the mayor. The Dominion parliament, July 6, passed the bill authorizing the sale of a portion of Major's Hill Park to the GTR as a site for the hotel upon terms agreed upon. The bill provides that the GTR may transfer the land to the Ottawa Terminal Ry. Co. which is the title of the company incorporated by Parliament to own the union terminals. W. Wainwright Fourth Vice-President GTR stated in Ottawa July 10 that the working plans for the new station and hotel would be completed in a few weeks, when tenders would be asked for the work. It was the intention of the company to go ahead simultaneously with both buildings. The preliminary excavation and concrete work is being gone on with.

It is expected that the demolition of the old station buildings at Ottawa will be completed, and the baggage room, which is to be used as a temporary station, erected by the end of the year. Excavation operations are to be resumed early in October. It is expected that tenders will be asked for very shortly, the plans having been approved.

In an interview at Oct. 13, W. Wainwright, Fourth Vice-President, said tenders had been received for the baggage annex at the Central Station, which is to be used temporarily for station purposes until the new structure is completed. The contract, he said, is to be awarded at once, and it is hoped that work will be started right away. The deed from the Crown for the site for the hotel in Major's Hill Park was in the hands of the company for examination, and as soon as it was executed tenders would be asked for the building.

In connection with the plans of the station and hotel, it was reported from New York, Oct 8, that B.L. Gilbert, the architect who prepared the original plans, had engaged counsel to take legal action in connection with their rejection.

Engineers were at work during Nov. in the Ottawa yards in connection with the construction of the central station and hotel. Work is expected to be started on several new buildings shortly. A new icehouse, having double the capacity of the old one, is being built near the yards on Bronson Avenue, and material has been ordered for the building of a new freight shed to run along the extension of Little Sussex Street. No contract has been let for the erection of the baggage annex, which is to be used as a temporary station during the construction period. The tenders received in response to the first call were not satisfactory, hence the second call.

A deputation waited on the Government Feb. 15 with reference to the hotel part of the new union station project. It is said that a formal report will be drawn up for presentation to city council. The view generally entertained is that the government will insist upon the station building being gone on with anyway. W. Wainwright, Fourth Vice-President GTR in an interview, said the architects had stated that the working plans were prepared, tenders had not yet been called for, but there was sufficient time to do so before the spring. "We purpose," he added, "going ahead with the original idea."

A press report states that the company has given up its project to erect an hotel on Major's Hill Park, Ottawa. The Ottawa City Council, Apr 5, passed a resolution asking the Dominion Government to cancel the proposed sale of the site to the GTR, that the fence be removed and the park thrown open as formerly.

We were officially advised Apr 22, that there was no intention of the company giving up the project and that plans are being made for the building, the construction of which will be undertaken and completed as soon as possible.

A permit has been granted by the Ottawa City Council for the erection of a power station and baggage annex in connection with the new station. Work has been resumed on the temporary buildings, and will be continued until completed. Loomis & Co., Montreal, are the contractors for this part of the work. E.H. Fitzhugh, third Vice-President stated May 2, that arrangements for the construction of the permanent station buildings are about completed and that work should begin at an early date. Representatives of Ross & Macfarlane, architects, Montreal, were in the city May 3, in connection with the matter.

A gang of men has been engaged for some time in sinking test pits on the major's Hill site to find the rock level for the hotel building. In the House of Commons, may 13, a question was asked regarding the transfer of the site for the hotel, and the Premier stated the matter remained in the same position as formerly.

The Minister of Public Works reported June 1, that the GTR had paid the Dominion Government the purchase price of the hotel site at Major's Hill Park. On the same day it obtained from the city council a permit for the erection of the hotel, the estimated cost of which is placed at \$864,000. The plans filed with the application for the permit show that granite will be used up to the first floor; the remainder of the building being of Ohio or Indiana sandstone - the roof being copper covered. The building will front on Rideau Street and there will be entrances on Mackenzie Avenue, along which its length it will run. The main entrance to the hotel will be reached through an large portiere, entering upon a hall. Opening off a spacious rotunda on the ground floor are lounging rooms, parlour, garden, tea room and reception room, a general dining room and a ladies dining room. There will be reception rooms, a large foyer, banquet hall and ballroom on the first floor; and a music gallery will be so arranged as to overlook the dining rooms and the lounge. On the first floor there will be 35 bedrooms and some parlours, from which several suites of state apartments can be made up. The remaining floors are to be entirely given up to bedrooms, of which there will be in all 350, of which 210 will be provided with private baths and 62 with stationary wash stands with hot and cold water connections. All corridors on the upper floors will have a uniform width of nine feet, and the main ones will lead directly to fire escapes. A subway will lead from the hotel to the station, the entrance to the latter being slightly below the level of the basement floor. Tenders are being asked for the erection of the building. The company started about 100 men on the preparation of the site May 27.

The erection of the annex to the present Central station is being proceeded with, and it is expected that it will be well on to completion by November. The new building will be 300 ft. long, 85 ft. wide and 40 ft. high. The foundations will be of blue lime stone, the main walls of buff brick, and the cornices and face work of Ohio sandstone. Over the approach there will be an iron and glass canopy and overhead a large clock. This annex will provide for the carrying on of the work of the station pending the removal of the existing station and the erection of the new structure, of which it is to form a part. The work is being done by the GTR under Ottawa Terminals Co.'s charter.

The contract for the new joint terminal station has been let to P. Lyall & Sons, Montreal. A member of the firm was in Ottawa in that day and stated that work would be started at once. It is stated that operations must necessarily be on a small scale at first until the staff in the present building can be moved into the baggage annex, which is to be used as a station until the new building is completed. This annex is in course of erection, the shed framework is partly erected and the bricklaying has been commenced. It was expected that work would have been so far completed by Aug 1, that a beginning could be made in moving the staff from the present station. The old station building is to be torn down, and the new building will cover the old site and some adjacent land. The new station will be 140 ft. wide and 228 ft. deep. It will be four storeys high and will be connected with the proposed new hotel on Major's Hill Park by a subway. The proposed new buildings are fully described and illustrated in our July 1908 issue.

The contract for the hotel to be called Chateau Laurier is reported let to G.A. Fuller & Co., New York. The contract price has not been announced, but it may be mentioned that the building will cost about \$1,500,000.

The question of the amounts which the CPR has to pay for the use of the tracks and station facilities at Ottawa central station has been for some years unsettled. The CPR and the CAR never had arrived at an understanding and the matter has been under consideration since the GTR took over the CAR. The Board of Railway Commissioners made an order July 7 directing the CPR to pay the GTR interest since 1898 on a capitalization of \$250,000 in addition to a wheelage basis on its local trains between Ottawa and Montreal and \$500 per month for through trains. A press report says that the order does not specify the rate of interest to be paid and that the companies disagree as to whether the rate should be 2½% or 5%.

T.T. Amos, representatives of the Geo. A. Fuller Co. of New York, said recently that the company will take over the excavation work commenced by the GTR on the hotel site and push it to a conclusion. This would take two or three months to complete don account of the hard rock bed.

At a meeting of directors in London, England, it was reported that it was expected to have the new passenger station at Ottawa completed this year and that good progress would be made with the erection of the Chateau Laurier Hotel near the station.

CPR. A plan was filed with the Department of Railways, May 6 for a new entrance into Ottawa. The proposal is divided into two sections: (1) the closing up of the Rideau Canal between Deep Cut and Sappers Bridge and the placing of railway tracks on the bed of the canal. (2) The construction of an underground tunnel from Central Station across the city to Union Station on Broad Street, where connection with existing lines would be made. The Dominion Government is asked to sanction the company's acquiring the canal bed, and the city is asked to authorize the use of the streets necessary. The matter was under discussion between D. McNicholl, Vice-President and the Mayor, May 11. The latter suggested an alternative proposal which Mr. McNicholl said would be looked at by the Company's engineers.

C.M. Hays, President GTR, made an inspection of the work in progress at the new terminal station and hotel at Ottawa, recently. He expressed his satisfaction with the progress made and stated that it was expected to have the station completed in the fall, and the hotel ready for the summer traffic of 1911.

D. McNicholl, Vice-President, was present at the meeting of the Ottawa board of control, June 7, and explained that the conditions affecting the CPR in Ottawa were anything but satisfactory. The Central station, under existing conditions, was not suitable; the operation of trains via Hull was roundabout, consequently the company has, for some time, been looking for a new route for some of the trains. The plans files by the company were produced and explained. They show the closing up of the Rideau Canal north of Deep Cut and the building of a tunnel from the Central station, under the Post Office, down Wellington Street, and after a detour, coming out at Union Station. By this means trains would be run from one station to the other in five minutes, instead of 25 as at present. The company recognized that the closing of the canal might meet with much opposition, but it was impossible to find a route equally advantageous. This company was ready to start work on the construction of the necessary works at once, and the Dominion Government wished to have the city's opinion before giving consideration to the question. The board promised to give full consideration to the proposal.

CPR. In connection with the company's project for rearranging its lines in Ottawa, including the construction of a tunnel on a section of the Rideau Canal, which is now under consideration, a suggestion has been made somewhat modifying the proposal, as originally submitted, but making it possible to run the Toronto-Montreal trains through the city instead of as now making Smiths Falls the point at which Ottawa passengers leave and join the Montreal-Toronto trains.

Work has resumed upon the station annex, the walls of which were expected to be completed by Sept. 30. The work of tearing down the various old buildings on the site of part of the new building is being proceeded with, and the work generally on the station and hotel is being gone on with.

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A resolution has been passed by the Ottawa real estate men favouring the adoption of the CPR plans for a tunnel through the city. The proposal is to close up the Rideau canal from deep cut, using the bottom of the canal as a roadbed and tunnelling under Wellington Street.

01-Dec-1910 Page 1025

Ottawa Tunnel Proposals. It was stated Nov. 10 that negotiations were in progress between the CPR and the CNOR with a view to their co-operation in the project for the building of a tunnel into the city. The City Engineer suggested that the CPR should give other companies running rights over the Alexandria Bridge as a quid pro quo for permission to build the tunnel into the city. It is proposed that the plan should be reported on by an independent engineer for the city and the city engineer has recommended W.F. Tye, formerly Chief Engineer, CPR in connection with the matter. While opinion at Ottawa is rather in favour of the proposed tunnel, opposition is being manifested in municipalities along the canal, and according to a local report of Nov. 15 a deputation representing the different interests is being arranged to interview the Government. The matter is to be considered by the government Dec. 8.

01-Dec-1910 Page 1035

Chateau Laurier Hotel. It was reported Nov. 12 that the walls of the building were completed, the roof on and practically the whole of the exterior work completed. The heating apparatus, etc. is being installed and other interior work is being progressed with. It is expected that the building will be completed and furnished ready for opening by the fall of 1911.

In connection with the annex which is being built at the Central Station as part of the new union station, a coniform concrete chimney, which we are informed, is the first to be built in Canada, is under construction. The shaft is 169 ft. high with diameter at base of 12½ feet and at top of 7 ft. The shaft is being re-inforced by vertical bars and horizontal rings. The vertical bars are of sufficient strength to take up all the tensile stresses caused by wind pressure and reach partly down into the structure of the foundation, thus forming a perfect anchorage for the chimney. J.G. Siegfried, C.E. is the structural engineer, with M.M. Campbell, C.E. inspector in charge of construction.

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The minister of Railways told a deputation from Kingston Dec. 8 that he had not been asked to consider the proposal to close up a portion of the Rideau Canal in Ottawa in order that the COR might utilize it as a tunnel.

It would be a pretty large order to ask the government to do this, and without committing the government in any way, he would say that there was a history about the old canal that would make him not very ready to interfere with it. If a company came and offered as an alternative route it might be a different matter. The Ottawa city council has referred the whole matter back to the board of control for consideration.

01-Jan-1911 Page 35

Ottawa Station Chimney. A special system of lightning protection is being installed at the new station in Ottawa. The cable is of pure copper braided 28 strand wires with a capacity of about 220-900 c.m. cross section and ½ in. in diameter made of seven strands. Large arrow points are to be placed equidistant apart on the conductor encircling the top of the chimney and extending about 3 feet about it. Each point is of specially prepared copper, gold plated, hand burnished, with pores filled. At the terminal of each down lead, two large ground reservoirs are to be set. All fasteners are of 94% pure copper and all connections are interwoven or braided in splices. M.M. Campbell C.E. is the inspector.

01-Mar-1911 Page 217

A. Gray, Resident Engineer GTR Ottawa, in an address to the Ottawa Branch, Canadian Society Civil Engineers, Feb. 8, referred to the work being done by the company at Ottawa. He stated that already over \$2,000,000 had been expended on account of the erection of the hotel and station and the expenses incurred in the enlargement of the yard. The accommodation for passenger trains had been increased 100% by the alterations and the freight yard had its accommodation increased 50%. The tracks have been laid in the yards with 100 lbs. steel. The tracks are ballasted with broken stone instead of sand or gravel, in order to avoid dust. The changes in the freight yard alone cost \$45,000. He went into the details about the retaining wall which was constructed along the canal, which cost much more than was at first expected, because a boulder and gravel bottom was found for a distance where rock foundation was anticipated and piers had to be sunk. The cost of this retaining wall was \$24,050. The wall is designed to carry 5,000 lbs. to the foot.

He also described the train shed covering the eight tracks, which is to be 500 by 132 ft. The entire roof will be of glass, though the exact kind is not yet decided. It will be set in steel with steel supports for the roof. It will extend the present baggage annex to the retaining wall along the canal. The train shed has an opening in the roof directly over the engine funnel in order to do away with the smoke in the shed as would be the case if the entire place were covered. The platforms will be, of course, of concrete. The work will be started next summer.

It is proposed to install an interlocking switch system at the company's terminal yard and station, Ottawa, to build a new drawbridge across the Rideau canal at Elgin Street, and to build a new roundhouse and repair shop at Ottawa East.

01-Apr-1911 Page 335

The Board of Railway Commissioners has approved plans for the platforms and train shed for the central union passenger station.

The report of the Ottawa city engineer and W.F. Tye, consulting engineer, Toronto, upon the railway situation has been presented to city council. The engineers recommend the closing of part of the Rideau canal, to permit of the construction of a tunnel to be used by all railways from the central station to the union station, with the cutting of a new canal on the western side of the city. It is also recommended that the GTR cross town tracks be taken up and connection be made with the tunnel. The cost of building the tunnel is estimated at about \$1,500,000. The plan recommended follows closely that prepared by the CPR some time ago. In explaining the plan to the city council, April 5, Mr. Tye said it would be the best thing that ever happened to Ottawa if it were carried out. The plan and report were referred to a special committee for full consideration.

The Minister of Railways and Canals is reported as saying that the proposal would require serious consideration. The marine interests would have to be consulted and the whole project would have to be examined by the department Engineers. Personally he did not think that the government should be asked to pay for the building of the new cut for the canal but he could not say what would be done when the matter came up for consideration.

The Board of Railway Commissioners has rescinded the order passed Mar. 7 approving plans for train shed etc. at the central station. Referring to the report as to the tunnel at the Rideau Canal, W. Wainwright, Second Vice-President, is quoted as having stated, April 5, that he was not in a position to discuss the matter officially on behalf of the company, but personally, it did not appeal to him. In addition to having to remove its Parry Sound line and place it in a tunnel, the carrying out of the proposal would do away with the company's freight yards. General Superintendent Donaldson, is quoted as saying April 5, that the project did not meet with the approval of the GTR. The company had an alternative proposal, which would be laid before the authorities.

Drawing of the GTR station and hotel at Ottawa.

The Board of Railway Commissioners has approved plans for change of alignment in the vicinity of Rideau Canal, and across Main St., Elgin St., and Echo Drive, Ottawa.

In connection with the C.P.R. proposal to build a tunnel along a portion of the Rideau Canal in order to secure a new entrance to the centre of the city, the G.T.R. is said to have prepared a plan for submission to the city council. The proposition is said to aim at bringing all the railways in over intersecting roads as far as the Deep Cut to allow the Canadian Northern Ry. to run from there to the central station, and to have the C.P.R. tracks parallel those of its own line through Ottawa East, near the present union station.

The new station is expected to be ready for opening in Sept., about the same time as the new hotel. Other improvements planned include additions to the workshops, but it is not expected that these will be undertaken until the matter of the entrance of the various lines into the city is settled. However, new steel coal chutes will be erected, having a storage capacity of 350 tons, at a cost of about \$15,000, to replace the existing trestles.

The illustration made from a drawing, shows in the lower right hand corner a portion of the G.T.R.'s new-central station at Ottawa, which will also be used by the C.P.R., for some of its Ottawa trains, and also by the Ottawa and New York Ry. The G.T.R.'s new hotel Chateau Laurier is shown across the street from the station. The new Plaza across the Rideau canal, which is being created by the joining of the two bridges, will make a splendid thoroughfare. At the left of the illustration are the Parliament Buildings, and the eastern and western departmental blocks at the top, and lower down, facing the plaza, is the Post Office Building.

In connection with the CPR proposal to build a tunnel along a portion of the Rideau canal in order to secure an entrance to the centre of the city the GTR is said to have prepared a submission to city council. The proposal is said to aim at bringing all the railways in over intersecting roads as far as Deep Cut to allow the Canadian Northern Railway to run from there to the central station and to have the CPR tracks parallel those of its own line through Ottawa East near the present union station.

Considerable progress has been made towards the completion of the station buildings at Ottawa and it is expected that it will be ready for occupation by the traffic staffs in Sept. The three top floors are to be occupied by the Board of Railway Commissioners and it is expected these will be ready early in July.,

Mrs. Quick, wife of J.E. Quick, General Baggage Agent GTR, submitted the designs which have been adopted by the manufacturers in Limoges, France, for the china for the new GTR hotel at Ottawa.

A.W. Smithers, Chairman, and the directors party visited Ottawa Aug 11 and inspected the work in progress at the hotel and station building. He expressed satisfied with the progress made, but declined to say anything in regard to the plans for rearranging the entrance of the railways into the city, as he had not given them serious consideration. The new station, President Hays stated, would be completed about Oct. 1. A contract has been let to John S. Metcalfe Co. Ltd., Montreal, for the foundations for the train shed and for the erection of the concrete platforms for same. The approximate expenditure under the contract is \$50,000.

M. Donaldson, Superintendent, Ottawa Division, in a recent interview said the western end of the city was the most advantageously placed industrial centre and that the GTR would do all that was possible to develop it.

The question of a general entrance into Ottawa for all railways was dealt with Aug. 18, at a conference between a special committee of the city council, N. Cauchon representing D. McNicholl, Vice President, CPR, who was unable to attend owing to indisposition; and Sir Donald Mann, Vice President, and W.H. Moore, Secretary CNOR. The plan proposed over a year ago for bringing in the railways by a tunnel along a portion of the Rideau Canal, the closing of which would be necessary, was discussed at length, and it is said that while the city approved of the proposed tunnel approach, the abandonment of a portion of the Rideau Canal is not looked on with any degree of favour. The canal might be narrowed and a portion of the Driveway reserve might be utilized for the tunnel, giving room for six tracks. The tunnel would extend from opposite the Central Station across the city to the Union Station.

The GTR is not favourable to the proposition and will probably oppose it when application is made to the Dominion Government for the approval of the plans.

Remodelling of the Grand Trunk Railway Ottawa Terminal Yards.

By Alexander Gray, A.M. Can. Soc. C.E.

In giving a brief account of the work of remodelling the G.T.R. central station yard in Ottawa it would be superfluous to review the reasons which led up to such work, further than to say that when the Canada Atlantic Ry. was fortunate enough to secure this route to the heart of the city, the terminal was not designed with any consideration of future requirements. Tracks and other railway facilities were built by degrees as demands arose and property was acquired. Under such conditions it was only a question of time until all the available land north of Laurier Ave. was taken up with a jumble of tracks which were very difficult to operate and in an exceedingly poor state of repair, the rails being 56 lb. steel and the switches stub. When we came to consider the remodelling of this yard, the problem which confronted us was not to design a yard by using up the old one, but to design one without any regard for existing conditions, a yard giving the facilities for passenger and freight accommodation.

The passenger and freight yards are entirely separate from south of Laurier bridge, and as both the passenger and freight business enter from Besserer St. the grades of the tracks are governed by the grades of this street. From the station entrance towards the freight shed there is a drop of about 6 ft., which makes the passenger yard ascend from Laurier bridge towards the station and the freight yard descend from Laurier bridge towards Besserer St. While we were anxious to have the two yards of a uniform grade, it "was impossible to obtain this without very considerable expense both in land damages and in bringing up the adjacent streets to such grade. With the present arrangement there is excellent drainage for these two yards. The 20 ft. roadway between the two ladder tracks may be called the water shed. The passenger yard drainage runs toward the canal and Laurier bridge and the freight yard drainage goes towards Besserer St., where it drains into a sewer at Musgrove St. This was one of the difficulties in the old yard, there was no drainage, which meant a lot of heavy maintenance work during spring and fall weather.

In the centre of the old yard between Laurier Ave. and Besserer St. there was a hump of about 3 ft. and as the tracks were lying on blue clay with little or no ballast underneath, a steam shovel was put to work and excavated the freight yard for its entire width and right through to Besserer St. to a uniform grade of 1-10% and to a depth of 2 ft. below the base of rail. At the side of the tracks under the transfer platform the excavation was made about 18 ins. deeper, in order to have the sub grade of the tracks thoroughly drained. This arrangement gives a very dry yard in all weather. Part of the excavation from this point was dumped into the old canal basin where the freight shed stood on piles, this part having never been tilled in. With this work all surface traces of the old canal basin have now been obliterated.

In the carrying out of this work the chief point we had to keep in sight was the safe and speedy operation of present business. The freight facilities were so congested that we could not cut out one track without making provision for its business at some other point. It so happened that part of the new freight shed was located on vacant property, thus enabling us to build the freight office and about 300 ft. of the freight shed and two of the freight tracks before disturbing the old shed, which was located where part of the main passenger ladder track now runs. As the new tracks peculiarly crossed the old tracks diagonally, a good deal of study had to be given to each move made, so that freight business would not be tied up during the construction of any of the new works.

The rail in the freight tracks is 80 lbs. and the switches are split with no. 9 frogs, thus having leads which will admit of a safe operation by the ordinary class of engines, although there is a special yard engine to do all the switching work in this yard. The maximum curvature is 9½ degrees, which is the turnout for no. 9 frog. Up to the time of writing there have not been any derailments in this yard since its completion, whereas previously there was an engine off the track on an average every 24 hours.

The freight yard consists of a freight shed and office 668 by 30 ft., with four parallel tracks the full length of the shed. A transfer platform 560 by 16 ft. and three pairs of unloading team tracks with macadamized roadways 30 ft. wide are also parallel with the freight shed. The floor of the freight shed is level with the floor of cars standing alongside. Freight can thus be loaded or unloaded into the cars through the shed.

Opposite every alternate door in the shed is a set of weigh scales set in the floor, which saves a considerable amount of trucking.

The passenger yard tracks are in pairs 13 ft. centres, with room between each pair of tracks for a platform 19 ft. wide. The shortest pair of tracks have a train capacity of eight cars each (figuring average length of car over all at 70 ft.) and the longest can hold 17 cars. The total train capacity of this yard is 100 passenger cars, which figures out of a little more than double the train capacity of the old passenger yard. The passenger yard tracks are built of 100 lb. rail with no. 9 frogs. All the switches are on the one ladder, which gives the engine driver approaching the yard a clear view of the condition of all the switches. Ultimately it is the intention to have all these switches interlocked, the tower to be located either on or near Laurier bridge. A train shed, of the Bush type, 500 ft. long, covers all the tracks from the baggage annex to the canal. The tracks are ballasted with crushed stone which will keep down the dust in the station vicinity. The platforms are concrete at an elevation of 7 ins. above the top of rail.

In the passenger yard layout, in order to provide a through second track for the C.P.R. in the event of its double tracking its lines across the Alexandra bridge, we had to build a retaining wall 1,079 ft. long of an average height of 17 ft. Before commencing work soundings were taken with an iron rod along the side of the wall at intervals of about 25 ft. Instead of these soundings going to rock (as the man who took them reported) they only went to rock for about half the length; the rock extended from Sappers bridge end of the work for about 550 ft. and then suddenly disappeared; its place being taken by large boulders and gravel. The profile showing these soundings was so uniform that there were no grounds to question the results. This shows that no reliance can be placed on this method of sounding. The only safe way, in my opinion, is to put down test pits. Designing the wall on this profile we figured on a rock foundation throughout and at the south of Laurier bridge end of the work for a distance of 137 ft. concrete piers 9 ft. 10 ins. by 5 ft. and at 12 ft. centres were built and put down in each case to the boulder foundation. Sheet piling was used in putting down these piers. The sheet piling was 3 in. lumber and was driven with an ordinary pile-driver, only instead of the 3,000 lb. hammer a piece of pine, 12 by 12 ins., was substituted; as the hammer simply split the piling in pieces. When we reached the boulders we experienced very great difficulty in driving and keeping the proper alignment, in fact we found it almost impossible to go to any depth in this foundation, as some of the boulders were so large that they had to be blasted to be taken out. There was little to be gained in looking for a better foundation than this. The piers are connected to each other by a concrete slab 2 ft. thick and reinforced with old rail. Where the wall did not rest on piers we widened out our footing 12 ins. and put the wall about 3 ft. deeper than originally intended, so that it would not be undermined in the event of the Rideau canal being deepened to a 10 ft. draught. The outside face of this wall is 13 ft. from the centre line of the first passenger track. In the design we had therefore to take care of the train load as well as the ordinary surcharge of earth pressure. Expansion joints were placed every 25 ft. and the concrete was laid in alternate 25 ft. sections. The cost of excavation work was pretty high. On account of the through C.P.R. main lines being 26 ft. from the face of the wall and having to keep this track clear at all times

we had to dump the excavations into the bed of the canal and after the wall was completed handle the excavations again, part of it with a derrick and the remainder by shovelling on to platforms and from there to cars. There was 4.800 cubic yards earth excavation which cost \$1.44 a yard, and 450 cubic yards of rock which cost \$2.10 a yard. The total cost of excavation, including back fill and disposing of waste material, was \$7,862.15. The sheet piling for piers cost about 3c. per cubic yard of the total concrete in the wall. There were 2,880 cubic yards of concrete. The total cost per cubic yard, including excavation, sheet piling, walling, and everything in connection with the work was \$8.43. The cost of concrete may be divided up as follows: Forms, 93c per cubic yard; sand, \$1.087; crushed stone, \$1.364; cement, \$1.17; mixing and placing, 70.8c.; old rail for footings 9.2c.; pipe for weep-poles, 1.8c.; walling, 13c.; watchman, 4.5c.; and excavation, 2.73c. per cubic yard of concrete This comes to, labor \$3 879.7; materials \$4.39, and tools 16c. The cost of concrete, not including excavation and sheet piling for piers was \$5.67 per cubic yard. All this work was done by our own forces. Work was commencec on Feb. 20, 1910, and finished for the opening of navigation, May 1, 1910. In the remodelling of railway terminals I think it is always advisable for the young engineer to freely discuss the disadvantages of existing conditions and endeavor to discover from the men who are responsible for the operation of the yard to be designed wherein the difficult and objectionable features of the existing conditions lie. I do not wish to be understood as advising that an engineer should be led entirely by what everyone suggests, for if he did he would find himself in the same position as the man with the ass crossing the bridge. The yard men will want switches every few hundred feet, where the roadmaster will not want any at all. The master mechanic will insist upon a gravity coaling plant, where the physical conditions favor a mechanical one, all on account of saving his department the maintenance work, and vice versa. When I was remodelling Bank St. yard in Ottawa, before it was completed the yardmaster and his crew strongly protested that they would never be able to operate the yard for the reason that there were not as many switches in the new yard as in the old. I am safe in saying that in the operation of our terminals in Ottawa 99% of the derailments and trouble were at switches. Another point in remodelling yards is that special study must be given as to how the work is to be carried out during the continuance of traffic. This is sometimes a very difficult problem, especially in congested yards.

[The writer of this article was Resident Engineer, G.T.R... at Ottawa, when the works described were carried out. He is now Assistant Engineer in charge Upper Ottawa River Storage, Public Works Department, Ottawa. - Editor.]

01-Nov-1911

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The first section of the new Central Station at Ottawa to be completed was handed over by the contractors to the company, Oct. 14. The work was reported to have been completed, with the exception off some finishing touches, Oct. 7. It was expected that the staff would move into the new offices by Oct. 30.

Grand Trunk Railway
Terminal Buildings at Ottawa.

The buildings which the G.T.R. is completing at Ottawa include the Chateau Laurier hotel, the central union passenger station, the baggage and express annex and the power plant building. A preliminary description of these was published in our issue of Nov., 1907, a complete illustrated description of the hotel and station was published in our issue of July, 1908, and in our issue of June, 1911, we gave a panoramic view showing a portion of the station, the hotel, the plaza formed by the junction of the Dufferin and Sappers bridges, the Rideau canal and a portion of the Government buildings. Some fuller particulars of the station, train shed, etc., are now available.

The passenger station is built on the southerly side of Rideau St. between the Corry office building and the Rideau canal. It is entered from Rideau St., on the second floor, through a large main corridor in the centre, leading by a marble stairway down to the general waiting room which has an area of over 9,000 ft., and extends the whole width of the building on the lower or ground floor. In height this room is equal to the total height of the office building in the front portion of the structure. The walls of the room are in Travertine finish, the flooring is of marble and the ceiling is vaulted and richly coffered. The men's waiting room, smoking room, barber shop and lavatories are approached from this room, also the ladies' waiting room, rest room and lavatories, and the lunch room, parcel room, telephone and telegraph booths, news stands and information bureau. An important feature here is the doorway leading to the subway connecting with the Chateau Laurier. Its location in the centre of the room is emphasized by the two flights of marble stairs on either side of it which lead to Rideau St.

From the main waiting room, the concourse and platforms are reached through a ticket lobby, with ticket offices on the left and a lunch room on the right. The concourse, 60 ft. wide, extends in length the full width of the main building, and has a carriage entrance from Besserer St.. Through this concourse at the easterly end a vestibule leads directly to the baggage building. The lower part of the exterior walls, to a height of about 60 ft. from the ground, is of Stanstead granite, the remainder above this line being of buff Indiana limestone.

The G.T.R. divisional offices are located in this building, and the Board of Railway Commissioners has its offices as well as its public court room on the upper floors of the Rideau St. portion of the building.

The station has been planned to meet all practical and general requirements. Peculiar and difficult conditions with regard to track, street and bridge levels have been successfully overcome, and the result provides not only a railway terminal adequate to meet the needs of the travelling public, but an architectural adornment to the capital city.

THE TRAIN SHED is of the Bush type. It is 533½ ft. by 164 ft. and contains seven covered tracks. The train platforms are each 533½ ft. long. The area of the shed roof is 78,600 sq. ft. The width of the train platforms is 19 ft. 1 in. and the train shed columns are on the centre lines of these platforms. The columns and platforms are 42¾ ft. apart centre to centre, and the columns are spaced longitudinally on the platforms at a distance of 27 ft. centre to centre, the first row being 15 ft. from the station building. The distance from the top of track rail to the clearance line of smoke duct at the centre of each track is 16 ft. There are two skylights, each 4 ft. 10 ins. wide by 21 ft. long over each 19 ft. 1 in. platform, and one continuous skylight 3½ ft. wide, with a ventilator in the centre of each bay over the space between the tracks, the total area of all skylights being 26,150 sq. ft. The skylights over the platforms will furnish excellent light on the platforms, as well as to the side of the cars standing next to the platforms, and the skylights over the space between the tracks will afford good light to the inner windows of two lines of cars standing on a pair of tracks between the platforms. The open smoke ducts over each track are

2 ft. 5 ins. in clear width and have sides 4 ft. 2 5/8 ins. high. These smoke ducts extend the full length of the train shed over one track, which is a through track, and the smoke ducts for the other six tracks stop within 18 ft. of the concourse. The through track outside the train shed on the westerly side and parallel to it is for the C.P.R. trans-continental trains.

The columns will be supported on concrete piers, of which about 80% will require to be piled, the remainder will be taken down to rock.

The proportions of concrete in the foundations will be 1-2½-5. The platforms and curbs will be composed of concrete, in the proportions of 1-2-4 for the curbs and 1-2½-5 for the platforms. The sides of the train shed will have curtain walls of concrete. The roofing will be composed of a 2 in. slab of concrete, and it is intended to have a tar and gravel covering. The drainage of the roof will be taken care of by 4-in. wrought iron pipes extending down the centre of every second column, and will be led to main drains between columns, and drained in the canal close by.

BAGGAGE AND EXPRESS ANNEX BUILDING.

Immediately adjoining, in the rear, next to the platforms and tracks and affording easy communication and most convenient operation, is the baggage and express building with its main elevation on Besserer St. facing the space at the foot of Little Sussex St., recently acquired and paved to accommodate the vehicular traffic to the concourse of the station and the baggage and express building. In the baggage and express building are provided the mail rooms, immigrants' quarters, engine room, coal elevators, conveyors and boiler plant. In the latter the most up-to-date labor-saving devices and mechanical equipment have been installed, these include the electric separators for light and power, the refrigeration plant, filters, pumps, engines, etc., required in the operation of both hotel and station.

The matter of the entrance of the railway into the city which has been under consideration for some time was down for a hearing before the Board of Railway Commissioners Nov. 7 but was postponed. The plans showing what it is proposed to do, it is said, are being prepared at Montreal under the direction of N. Cauchon, consulting engineer, but it was found impossible to complete them before Nov. 7.

D. McNicholl, Vice-President, had an interview with representatives of city council Oct 24, when he stated that the objections made to the tunnel project would be met by the amended plans which were being prepared, and that as soon as the necessary authority was obtained, work would be started. A new station would also be built on Canal Street to the south of Tuppess Bridge (sic). a local report says that there will be a 0.4% gradient in the tunnel and that electricity would be used in the tunnel.

D. McNicholl, Vice-President, is reported as having said, Feb. 8, that the company is prepared to build the tunnel under the city of Ottawa as soon as the government gives the necessary permission. An Ottawa despatch, Feb 15, states that the matter will be dealt with by the government at an early date and that the engineers to whom the plans were referred report favourably. The cost of the work is stated to be about \$3,000,000.

01-May-1912 Page 228

It is said that the Government has promised an early consideration of the (CPR) company's plans for a tunnel in Ottawa, and that the Minister of Railways has personally approved of the general proposal, though he has not given any definite approval of the plans.

01-Jun-1912 Page 290

In connection with the proposal for a tunnel in Ottawa, a proposed change is under consideration. The suggestion is to carry the tunnel down Wellington Street as far as Bank Street, skirt round the cliff then run south-westerly as far as Union Station. It is stated that this would give a shorter and less expensive route than the original one of running the tunnel right down under Wellington Street to the Union Station.

01-Jul-1912 Page 343

The new central station and hotel were opened to the public June 1.

01-Jul-1912 Page 344

The Minister of Railways recently stated that the Department would not decide upon the question of the proposed CPR tunnel through the city for some time/ In connection with this proposal it is reported the CPR has secured an option on the Russell House property.

01-Sep-1912 Page 451

D. McNicholl, Vice President CPR is reported as stating that work will be started early in 1913, improving the entrance of the company's lines into Ottawa, and that some detail matters have to be settled before plans can be finally approved.

01-Nov-1912 Page 565

D. McNicholl Vice President CPR, is reported as stating, Oct. 7, that the project for the building of a tunnel at Ottawa had not been abandoned as had been reported. Negotiations were going on with the Dominion Government and everything depended upon their outcome. It was possible that there would be some change in the plans, but nothing definite could be said for some time.

01-Jan-1915 Page 23

Railway features in the City Planning Problems at Ottawa

An illustrated address on the city planning problem of Ottawa, with special reference to the railway features, was delivered by C.N. Cauchon, of Ottawa before the Canadian Society of Civil Engineers, Toronto branch, Dec. 7. The scheme proposed is the abandonment of the present Rideau Canal through Ottawa, diverting it through a new route which would enter the Ottawa River below and to the east of the city. At the point where it would enter the river, a large industrial area could be developed, which, in conjunction with a deep water harbour in still water, formed by throwing a dyke across from the shore to Duck Island, would form the principal portion of the scheme. As it is said that the prevailing winds are from the west, it is claimed that the smoke from this area would blow away from the city. It is proposed to utilize the present canal prism as a thoroughfare through the central part of the city. Connecting with this new area, there is proposed a common line for all the railways, leading into an area from the east, to the row of docks, along the front. All the lines from the east would enter over this line, crossing the Rideau River on a high level bridge, eliminating all the level crossings. This would eliminate many of the railway lines that now cut through the city, the idea being to utilize some of these rights of way as arterial highways. From a central station at the site of the present station, the line would proceed through a tunnel to the western exit, to the Broad Street station, the various railways all leaving the city over a common line.

01-Aug-1916 Page 331

CPR betterments - install 2,148 anchors, 85 lb.

01-Aug-1917 Page 313

CPR stations in Ottawa and Hull. The Board of Railway Commissioners has granted the company permission to handle its Hull passengers at Beemer station instead of the city station used heretofore. The commissioners heard the objections against the closing of Broad Street station Ottawa. E.P. Flint off the company's solicitor, stated that while the company had not petitioned or asked to close the Broad Street station, it had been under the impression for several years that such a change would be welcomed by the greater majority of those in Ottawa who were frequent travellers. An order in the matter will be issued in due course. It is said that all passenger trains will be operated into the central station, Ottawa, and that freight trains will be operated into Broad Street. Considerable work will be necessary at the GTR central station before the CPR's Ottawa passenger business can be centralized there, and it is not yet known how soon it can be done. The closing of the present Hull station will then be necessary. Beemer station is also in Hull, being on the main line and within a short distance of Hull station, and when the change takes place all Hull business will be handled there. Its location, both as to the city of Hull and the electric railway lines is much more convenient for the travelling public than the present Hull station.

01-Nov-1918 Page 489

George Cairns, at one time yardmaster, CPR, Ottawa, and for some time subsequently, up to his superannuation about three years ago, baggage man on CPR trains through the Gatineau Valley, died at Westboro, near Ottawa, Oct. 22. He had been in railway service for nearly 50 years. Charles Spencer, who died at Ottawa, Oct. 15, aged 85, was, at the time of his superannuation a few years ago, one of the oldest employes of the CPR, having been in the service of the company and its predecessor for about 45 years. He was for many years a conductor on various CPR lines. H.B. Spencer, Superintendent, Ottawa Division, Ontario District, is a son and the late C.W. Spencer, at one time in the CPR service and afterwards with the CNoR, was another son.

01-May-1919 Page 246

Replying to a question in the House of Commons Apr. 10, the Minister of Railways said plans in connection with the entrance of Canadian National Railways trains into the Central Station, at Ottawa, without running backward when leaving for Montreal, were under consideration.

01-Apr-1920 Page 182

A press report states that alterations and improvements estimated to cost \$60,000 are being made to the car sheds at this station. The car shed is being extended to the edge of the Rideau Canal, and a concrete platform is being built between tracks 1 and 2. It is expected that the erection of the steel work will be started about April 15 and that the whole work will be completed by June 15. The work is being done by the company's maintenance force, except the steel work, the contract for which has been let to Dominion Bridge.

01-Oct-1920 Page 548

A recent press report stated that a contract was about to be let for the erection of an office and store room at Ottawa (GTR).

01-Feb-1921 Page 77

Consolidation of facilities and staffs is practically completed (GTR and CNoR).

01-May-1922 Page 246

GTR's Ottawa Station Assessment.

The Supreme Court of Ontario, Appellate Division, heard arguments 29 and 30, on the City of Ottawa's appeal against the Ontario Railway and Municipal Board's decision with respect to the assessment of the G.T.R.'s central station in Ottawa by the city. The Canada Atlantic Ry. Co., control of which was acquired by the G.T.R. Co. in 1904, had leased from the Crown the lands upon which the present central station stands, and undertook to make sufficient provision to allow other railways to use the station for passenger purposes. Under this provision the C.P.R. Co., and the Ottawa and New York Ry. Co. obtained access to the station about 1898. In 1907 the Canada Atlantic Ry. Co. made an agreement with the Dominion Government in regard to the erection of a new station, and in the same year made an agreement with the city, under which the city was to give the railway a fixed assessment for 20 years of \$150,000 on a central union passenger station and the lands used in connection therewith. The agreement provided that any part of the station "not used for railway purposes," should be assessed in the ordinary way and that any of the lands "used for other purposes than passenger train terminals or passenger business, or purposes incidental thereto," should cease to enjoy the benefit of the fixed assessment and be assessed at their actual value. Matters went along for a number of years, and upon the notice of assessment for 1922 being served in 1921, the G.T.R. Co. appealed, objecting to the assessment of four portions of the station, viz., those occupied by the Canadian National Express Co. and the Dominion Express Co. adjoining the train shed, and the portions occupied by the restaurant and the Canadian Express Co., the main building. These assessments amounted altogether to \$98,000, in addition to the fixed assessment of \$150,000. The city's court of revision affirmed the assessment, and this was confirmed on appeal to the county judge. The company appealed to the Ontario Railway and Municipal Board, which ordered the items named to be struck out of the assessment. The city's main contention was that the agreement which had been made went beyond the powers given in the Ontario statutes allowing the city to fix an assessment, and also that the building adjoining the train shed, occupied by the Dominion Express Co., had not been shown in the original plans of the station approved of by the city, and, therefore could not be included in the fixed assessment, even if used for purposes within the meaning of the agreement. The G.T.R. Co. contended that accommodation for express and restaurant purposes is an ordinary and proper accessory of a passenger station and comes within the description of a central union passenger station, and the words "passenger purposes," used in the statute. Judgment was reserved.

01-Jul-1923 Page 343

Sir Henry Thornton attended a meeting held in Ottawa recently to consider the question of the cross town tracks, which has been under discussion for some years. He is reported to have stated that they must ultimately be removed, and instructions would be given C.S. Gzowski, chief Engineer, Construction Department, to confer with any competent engineer appointed by the city to discuss the whole situation and to draw up a plan for the work to be done which would represent the commencement of the removal of the tracks. The city council subsequently appointed A.F. McCallum, City Engineer, and N. Cauchon to discuss the matter with Mr. Gzowski.

01-Aug-1923 Page 381

We are officially advised that Sir Henry Thornton has written the Mayor of Ottawa that the railways' proposal with respect to the projected removal of the cross town tracks will be submitted to the city shortly. This matter has been under consideration for some time, and conferences have been held with A.C. MacKenzie, Engineer in Charge of Maintenance of Way, CPR was appointed to investigate it.

VA letter from E.W. Beatty, CPR, received by the mayor July 13, referred to having received a report on the matter on his return to Montreal from Europe, and said that the removal of the cross town tracks would be premature until the establishment of a federal District had been settled. The Mayor is reported to have stated that the removal of the cross town tracks would aid the Federal District proposal, and also to have said at a meeting of the council's committee on the matter, on July 18, that the CPR is only slightly interested, as all it has is a right of way from the CNR. The committee authorized Ald. Lowe, its chairman, and the Mayor, to draft a letter to be sent to both railways urging the quickest action possible.

01-Jan-1924 Page 29

The Ottawa Town Plan Commission submitted a plan recently to the city's cross town tracks committees for the removal of the cross town tracks. The committee is reported to have discussed the plan and data in the light of the correspondence between the city and Sir Henry Thornton and to have decided to send the plan to the railway authorities for consideration. The committee states that no time will be lost in coming to an agreement, but there are a great many details to be worked out and the costs apportioned. The agreement, when ready, will be submitted to the municipal voters for approval, and the Ontario Legislature will have to be asked to authorize the city to spend the money on works outside of its limits.

01-Jul-1924 Page 357

We are officially advised that the CNR has acquired some property at the corner of Besererer St. and Mill Lane, Ottawa, adjoining its freight sheds, on which it is proposed to build an additional freight shed and to extend the team track facilities.

01-Jun-1926 Page 295

Plans are reported to have been prepared for a 200-room addition (Chateau Laurier) at a reported estimated cost of \$500,000. The hotel can now accommodate 311 guests, but for some time past has been turning people away for lack of accommodation.

01-Jan-1927 Page 9

Chateau Laurier extension. Ottawa board of control decided Nov. 23 to recommend the city council to grant a fixed assessment of \$1,250,000 for the Chateau Laurier, which it is proposed to enlarge at a reported estimated cost of \$2,000,000. Sir Henry Thornton is reported to have stated to the board at the meeting when the arrangement was made, that he believed the government would be in sympathy with the extension plan, and that, provided parliament will vote the necessary funds the work will start early in the spring.

01-Feb-1927 Page 75

A press report states that the CNR construction estimates for 1927 will contain \$2,000,000 for the erection of a 200-room addition to the Chateau Laurier, and for the covering in of the tea room over the Rideau Canal.

01-Mar-1927 Page 147

Chateau Laurier extension -

01-Apr-1927 Page 190

A press report states that CNR has offered to cede to the City of Ottawa a 30-ft. strip of land on Besserer St. prepare a good roadway there and pay the city \$1,000 in return for the closing up of Turgeon Lane. The CNR desires the site of the lane in order to be in a position to leave some lands for the erection of warehouses.

01-May-1927 Page 263

Tenders for earth and rock excavations for foundations for the 200 rooms extension to the CNR Chateau Laurier hotel at Ottawa will be received up to May 3 at noon, by J.S. Archibald, architect, and J. Schofield, associate architect, Montreal.

01-Jul-1927 Page 399

Chateau Laurier extension

01-Aug-1927 Page 455

We are advised officially that a contract has been given to the Dominion Bridge Co. for the structural steel work on the enlargement of the Chateau Laurier. A description of the addition was given in July, pg. 399.

01-Oct-1927 Page 597

Chateau Laurier Extension.

The general contract for the erection of a wing to the Canadian National Ry.'s Ottawa Hotel, the Chateau Laurier, has been let to the Foundation Co. of Canada, Montreal, which had the contract for the excavation work, now practically completed. The steel work is being fabricated by Dominion Bridge Co., Montreal, and its erection will start almost immediately. The new wing will provide 250 additional guest rooms and new banquet room and ball room. The present hotel has 300 bedrooms. The extension will face Major Hill Park and MacKenzie Ave. and will develop the complete hotel into a U shape with the open part of the U facing the park, thus eliminating what are commonly known as inside rooms. In planning the extensions, special care was taken to follow closely the general exterior treatment of the present building with its Chateau style of architecture. The basement will contain the kitchen, laundry, barber shop, grill room, cafeteria, electric therapeutic department and swimming pool. The ground or principal floor, will be utilized for the office, dining room, ball room, lounge, etc. The office will be opposite the main entrance, occupying the present palm room. There will be new batteries of elevators. New entrances will lead directly from Mackenzie Ave. to the ball room, grill room and cafeteria. The mezzanine floor will be occupied by lounges, ladies' beauty parlor, writing rooms, hotel offices and private dining rooms. The bedroom floors and the layout of the individual bedrooms have had very careful study and each room will have private bath attached. Special suites containing bed and sitting rooms will also be arranged on various floors. There will be a special club suite on the first bedroom floor containing foyer, sitting room, dining room, card room, etc. The architect is John S. Archibald, Montreal, John Schofield, Architect, Canadian National Ry., Montreal, being the associate architect.

01-May-1928 Page 251

The steel framework of the addition to the hotel (Chateau Laurier) has been completed and fair progress made with the walls and floors. The foundations for the addition were carried to an average of 24 ft. below street level, the total quantity of earth and rock removed being 47,000 cu. yd. The addition will contain 250 guest rooms and the space between the original building will be occupied by the kitchens. The Foundation Co. of Canada is the general contractor, the steelwork being supplied and erected by Dominion Bridge.

01-Dec-1928 Page 712

CNR was reported, Nov. 8, to have bought land with a frontage 150 ft. on Laurier Ave. and 100 ft. on Nicholas Street and to be negotiating with owners of some adjoining properties. It is reported that these properties, with some others acquired some time ago, are to be used for yard enlargement.

Chateau Laurier. Plans for the Chateau Laurier addition have been so altered that the service entrance instead of being directly off MacKenzie Avenue, as planned originally, would be reached through a tunnel to be built under the avenue with an entrance beside the Connaught Building on Sussex St. The board of control approved of the plan and suggested that the Minister of Public Works be interviewed as to the possibility of a runway or ramp being built from MacKenzie Avenue to Sussex Street so that the market square would be available for parking the automobiles of the guests at the hotel.

01-Feb-1929

Page 71

Ottawa City Council approved an agreement with the CNR under which CNR gives a 15 ft. strip on the west side of Besserer St. from Nicholas to the central station for road widening, the city to close up and give to the railway Turgeon Lane and Mosgrove St., south of Besserer St.

01-Mar-1929

Page 145

Chateau Laurier - The new wing erected at the Chateau Laurier, Ottawa, is reported to have been completed and opened for guests. The addition has been built in conformity with the original structure, and practically doubles its accommodation. The original building was in the shape of an L, the long leg being parallel to the terrace and the Rideau Canal, and the shorter leg, which forms the entrance front, facing Sparks St. and the union station, to which the hotel is linked by an underground passage. When it was found that the original building accommodation was insufficient to meet the ever increasing demands it was decided to remodel the interior, adding another wing. The addition of this wing turns the plan into a U shape and the whole portion of this on the ground floor is practically filled in with new public rooms, the upper part of kitchens, etc. The enlarged structure has 500 bedrooms, each with bath, and all are arranged with communicating doors so that they can be converted into suites as occasion demands. There are also special suites which may, by a rearrangement of the furniture, be converted into apartments comprising foyer, reception and dining rooms, bedrooms and bathrooms. The dining room, bell room and other public apartments have been rearranged and additional facilities provided in the way of small dining rooms for private parties, committee rooms for meetings, etc., while in the basement and sub-basement there are kitchens, service pantries, laundry, Turkish bath, swimming pool, store rooms, etc. Separate entrances on Mackenzie Ave. give direct access to either ballroom or grill and cafeteria, thus affording relief from congestion in the main lobbies during the rush periods or when large gathering are in progress.

01-Sep-1929

Page 547

The CNR was reported on Aug. 12 to have acquired additional properties between Besserer and Somerset Streets in connection with its proposed improvements in the east side of the Rideau canal, and the enlargement of the yard facilities at the Central Station.

01-Dec-1929

Page 735

The CNR has acquired a considerable area on Nicholas St. north of Laurier Ave. on which to add additional trackage to its Nicholas St. yards. Some 15 houses in the area are included in the properties acquired and wrecking of them had been started. The leases of other properties will expire in the spring of 1930, when the houses will be wrecked. A steam shovel was put at work in the yard south of Laurier Ave. bridge excavating for the new tracks to be laid.

01-Jan-30

Page 12

Ottawa City Council, having received the deeds for the land granted by the CBR, is in a position to proceed with the work of widening Besserer Street by 15 ft. on the south side between Nicholas Street and the Station.

01-Feb-33

Page 68

Steam supply for Chateau Laurier. In a paper presented before the Smoke Prevention Association's meeting in Toronto, recently, dealing with fuel economy and smoke abatement, R.J. Needham, Mechanical and Electrical Engineer, Central Region, CNR, said "The large addition made recently to the CN hotel, the Chateau Laurier, at Ottawa, required a substantial increase in the power plant at the station, which serves the hotel. Due to the difficulty in obtaining a good efficiency from the four vertical water tube type boilers at that time in the plant, it was decided to use a horizontal type. Two 550 h.p. boilers were installed with chain grate stokers and Venturi type steel stack about 30 ft. long. The fans in these stacks are driven by d.c. motors with speed control, so that the draft may be varied to suit the load conditions. Where it was difficult to maintain an evaporation of 7.5 lb. of water in the past we are now able to do about 9 lb. (as fired on the average) and the boilers operate quite satisfactorily at over 200% rating, so we find that the two new boilers not only carry all the old and new load of the hotel, but we are able to shut down an inefficient hand fired boiler plant at the passenger car yard, not far from the main plant, and supply all the steam for heating the cars. We have thus eliminated the smoke from the car yard plant and have considerable fuel economy due to better efficiency in the main plant. There was no question of smoke from the main plant, as the original boilers were stoker fired, and practically no smoke was emitted from the chimney".

01-Apr-33

Page 171

Passenger train pooling

01-Apr-36

Page 152

Advice from CNR Publicity Department, March 16, stated "Joint use of enginehouse facilities by CN and CP at Ottawa is being arranged. A joint announcement by officers of the two companies today states that under this arrangement the existing facilities of the two companies will be used to advantage jointly. The CP facilities, being more modern, will be used jointly to a large extent, but the number of CP locomotives which do not require enginehouse attention will be turned, coaled and watered at the CN facilities.

For some time the CN has had under consideration reconstruction of its enginehouse facilities at Ottawa. This co-operative arrangement will defer a considerable expenditure on the part of CN which will be required to fully modernize their facilities.

The arrangements provide for merging the locomotive terminal staffs of the two companies. The equitable apportionment of employment will be arranged between the officials of the two companies and the representatives of the employees, as has been done in other similar cases. The date upon which this arrangement will become effective has not yet been decided. It is estimated that with relatively small expense, necessary to co-ordinate the existing facilities, the arrangement will result in substantial savings to the two companies.

01-May-36

Page 212

Joint locomotive terminal facilities

01-Jul-55 Page 384

On June 9 a CTC system was placed in operation over some 28 miles of CN trackage in the Ottawa area, installation having been carried out by CN Signal Department staff on behalf of the FDC, as a part of extensive railway relocation work being carried out by the Commission in the Ottawa area under the National Capital Plan. There are 11 power switches and 40 signals in the CTC zone, with the control panel in the dispatcher's office in Ottawa Union Station. Three passing tracks, with capacity of 115, 108 and 55 cars respectively are incorporated in the CTC interlocking system.

01-Sep-55 Page 490

CTC in Ottawa area

01-Oct-55 Page 550

Railway relocations in the Ottawa area