
Prescott sub.

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

01-May-1899 Page 135

There is a picture of the Prescott Elevator Co.'s elevator at Prescott. The elevator, built in 1895, is 280 ft. long & 72 wide, with a storage capacity of 1,000 bus. The depth of water at the front is 20 ft and at the sides where barges are loaded, 14 ft. No railway facilities are visible as the picture is taken from the water. The capacity was corrected to 1,000,000 bus. in the following issue.

01-May-1900 Page 141

The disastrous Hull-Ottawa fire on Apr. 26-27 completely destroyed the Co.'s Union Station, freight sheds etc. causing a loss on buildings of \$40,000. The Co. also lost 175 freight cars valued at \$130,000 and freight valued at \$30,000. The illustration here gives all that was left of the buildings.

Manager Tait, when in Ottawa a few days after the fire, said, in regard to rebuilding:

"The proposed buildings will depend altogether on the assurances given the Company by the city that it will be reasonably protected from fires. The Co. does not propose erecting costly buildings if they are to be surrounded by lumber piles and wooden shanties. If reasonable protection is guaranteed the Co. is prepared to go ahead immediately with the erection of a station which will be a credit to the city and quite in keeping with the policy of the CPR in building magnificent stations at all important centres. Arrangements have been made so that the station can be located close to the heart of the city. The freight sheds will be 3 or 4 times the size of those destroyed and will be constructed with a view to the ornate in architectural design."

General Superintendent Spencer has since shown the plans for the proposed new station, yard etc. They provide for a building 250 x 50 ft. and 3 stories high. In style it will be similar to Place Viger station in Montreal. There are two plans for the building, one of brick and stone and the other of stone. The 1st floor will be devoted to general waiting room, ladies waiting room, dining hall, restaurant, baggage, etc. and the 2nd to offices. Behind the station will be six covered ways ranging from 540 to 800 ft. and giving accommodation to 10 tracks. The passenger tracks will be entirely separate from the freight tracks, the latter coming in on what is now the main line.

01-Jun-1900 Page 173

Ottawa Union station and yards. Excavation work was commenced May 15 for the erection of freight sheds to replace those recently burned. They will be on stone foundations and made as fireproof as possible. The largest building will be 300 x 40 ft. and the second one 250 x 50 ft. Both will be finished with flat gravel roofs. The contract for the masonry has been let to T. Tomkins of Brockville and the frame work will be done by the Company. An outlay of \$25,000 will be made on the sheds. It is said the station will be built after the style of the Place Viger Station in Montreal. It will be a handsome structure, facing on Broad Street, and about 600 ft. north of the burned buildings. It will be 289 ft. in length and stone is to be used entirely in the construction. On the second floor the divisional offices will be situated. The cost is estimated at \$35,000. The train shed is to be between 645 and 800 ft in length. Ten tracks will run into it, giving ample accommodation for the passenger traffic. plans have been drawn for the enlargement and rearrangement of the yards. The land recently acquired consists of about ten acres between the aqueduct and Richmond Road and the water front. On it 20 tracks will be laid giving greater facility for the marshalling and storage of trains. On the completion of this work the passenger and freight yards will be entirely separate. The passenger yard is to be fitted with 10 more tracks, giving provision for the making up and despatching of trains with a marked saving of time. There will also be ample accommodation for the storage of passenger cars. A line will be built from the main line near the Mechanicsville crossing, connecting with the Prescott line. This will form a Y and greatly facilitate the handling of trains entering and leaving the new station. (May, pg. 140.)

01-Aug-1900 Page 232

Ottawa Station. The building which is being erected to replace the station burned a few months ago will face on Broad Street and will be about 600 yards north of the site of the old building. It will be of stone and brick. The contractors are Lyons and White, of Ottawa and the contract price is said to be \$35,000. The aqueduct is being bridged to make room for the additional tracks to reach the station. (June, pg. 173).

01-Nov-1900 Page 328

Ottawa Union Station is rapidly nearing completion and it is expected it will be ready by December 1. The design may be described as being of the modern American style of architecture, savouring considerably of the romanesque. The building has a frontage of 136 ft. and is 40 ft. deep. A wing on the east side will have a frontage of 35 ft. and will be 80 ft. deep. The station will be almost twice as large as the old one which had a frontage of about 50 ft. The building will have a high pitch roof of Rockland slate. Its foundations are on solid rock 12 ft. from the surface. For 3½ ft above the foundations the walls are of Scotch granite and above the masonry is white Scotch fire brick. The windows are all large and fitted with English sashes. The central room will be a general waiting room 32 x 40 ft. It will also contain a ticket and telegraph office. To the right of this room will be a first class waiting room for women. Between the two a corridor will extend to the north end of the building, at which will be situated the restaurant, kitchen and pantry. To the left of the main waiting room will be the second class waiting room. At the extreme left will be the 80 ft. wing, which is to be utilized as a general baggage room and as the office and store room of the Dominion Express Co. Upstairs will be situated the offices of the Superintendent and staff, train despatchers, Trainmaster, Roadmaster, Building and Bridge Master, and three spare offices. The building was commenced on July 20 and is expected to cost about \$25,000. The station is situated 50 ft. back from the road between the aqueduct and Richmond Road. Ample space will be allowed for vehicles in front of the station. Six tracks for passenger trains have been constructed to connect with the new station. Two platforms with umbrella roofs, 700 ft. long, have been built between these tracks. The platform at the rear of the station is also covered by an umbrella roof. The old station site and tracks will be used as an extensive freight yard. The new station is about 5 feet above the former one and this difference in level has been filled in and graded. E. Maxwell, Montreal is the architect. An illustration of this station is given on page 320. (Aug. pg. 232.)

01-Jul-1903 Page 245

Extensive improvements reported to be in contemplation at Prescott. The passenger station is to be removed to a more central situation and modernized, and the roundhouse will be moved to Oxford. The waterfront will be converted into a long dock for the accommodation of vessels.

01-Jun-1904 Page 207

W. Powell, CPR yardmaster at Prescott was killed there May 4 by being run over by an engine.

01-Jul-1905 Page 297

W.J. Fairbairn, agent at the St. Lawrence & Ottawa station in Ottawa has been appointed Appraiser of Customs at Ottawa.

01-Dec-1907 Page 895

The CPR put on a new train to run between Toronto and Ottawa Nov. 25. There will be one train a day each way, leaving each city at 10.45 p.m. and reaching its destination at 7 a.m.

01-May-1909 Page 335

Considerable damage was done by fire to the company's roundhouse at Prescott recently and two out of the three locomotives in it were burned.

01-Jun-1909 Page 423

Wellington Street viaduct. Construction was started May 14 by the CPR and the work is to be completed by July 1. The construction of the viaduct will do away with the level crossings at this point, an elimination which has been under discussion for several years. A portion of the works is to be done by the city council.

01-Aug-1909 Page 585

Wellington Street viaduct. Considerable progress has been made by the company upon the construction of the viaduct at Wellington St. The work should have been completed by July 1 but as, from unavoidable causes, the company could not start the work as early as was expected, the Board of Railway Commissioners granted an extension of time for its completion to Sept. 1.

01-Oct-1909 Page 759

A CPR shunting engine collided with Sir Thos. G. Shaughnessy's private car early on the morning of Sept. 1 at Ottawa station. The President was asleep at the time, and he, as well as the other occupants, though somewhat shaken up, escaped without injury.

01-May-1910 Page 371

The east wing of the roundhouse near the Wellington Street Viaduct burned April 12, the damage being estimated at \$12,000.

01-Oct-1910 Page 859

The city authorities received notification from the company Sept. 14 of a project for extending its limits in the neighbourhood of the Wellington Street Viaduct for the purpose of increasing yard facilities and putting up new buildings. In his letter, Vice-President McNicholl said considerable land had been acquired and it was proposed to purchase an additional area taking in several blocks. The intention of the company is to erect a larger roundhouse and other buildings on the land acquired. The assessment on the property within the area indicated by the company is about \$15,000.

01-Apr-1911 Page 339

An Ottawa press report states that a new 16 stall roundhouse is to be built at Hintonburg, west of the present one, a portion of which was burned down in the summer of 1910. The new building will be of concrete and will, it is said, be started at once. Some rearrangement of the yards will also be made and, it is also reported, tenders will be asked for the erection of a 500 ft. concrete bridge at Grahams station.

01-Jul-1911 Page 657

The Ottawa city council will July 3, hear any persons interested in opposing the sale to the CPR of the road allowance between conc. A and I, Ottawa Front, Nepean tp. and portions of Alongo and Richmond Streets for which a by-law has been under discussion.

01-Jul-1916 Page 286

The CPR trains York and Rideau, running between Ottawa Central Station and North Toronto, via Kempton and the Lake Ontario Shore Line (CLO&WRy.) carry buffet library observation and café parlour cars.

01-Aug-1916 Page 331

CPR betterments - replace pier and abutment, bridge 1.9 Prescott sub. Tile drains for wet cuts, Prescott and Maniwaki subs. Ballast on Prescott 8.75 miles; saw and relay 6.9 miles of 80 lb. rails between Chaudiere Jct. and Kempton diamond.

01-Jan-1920 Page 16

Samuel Dowsley, at one time an employe of the St. Lawrence and Ottawa Ry., prior to its acquisition by the CPR, died at Prescott, Dec. 4, aged 80. He was master mechanic of the line and for a time had charge of the shops at Prescott. He was an uncle of Hon. J.D. Reid, Minister of Railways and Canals.

01-Mar-1921 Page 128

The Ottawa Women's Historical Society has received for its museum from E.W. Beatty, K.C., President CPR, the name plate from the locomotive Bytown which hauled trains on the Prescott and Ottawa Ry. in the fifties.

01-Dec-1925 Page 597

The locomotive house at Ottawa West was extended.

01-Apr-1926 Page 174

Additional equipment will be supplied and old machinery replaced at Ottawa West to facilitate the handling of locomotive and car repairs. At Prescott the ferry slip will be replaced by an up-to-date structure which will be capable of handling the heaviest cars in us, to and from the ferry boats operated between there and Ogdensburg.

01-Jun-1927 Page 326

A press report states that rock ballast is to be spread between Hurdman and Bedell, on the Ottawa - Prescott line, and on the main line westerly from Ottawa to Chalk River during the summer. It is reported that work was started on the first named section early in May.

01-Jul-1927 Page 411

At Ottawa West 70 ft. turntable will be replaced by a 90 ft. twin span turntable. Track scales of 125 ton capacity will be installed at Ottawa West. Additional equipment for mechanical and car departments will be supplied at Ottawa West.

01-Aug-1927 Page 457

The question of what is to be done with the bridge crossing the company's tracks on Somerset Street was considered by city council's works committee recently. The CPR has disapproved of the plan to substitute a grade crossing for the bridge in the grounds that it would retard train movements and create more or less grave hazard, and contends that the bridge should be rebuilt at the cost of the city and the OER. Statements as to the movements of trains under, and of the general traffic over the bridge were submitted and were placed on file pending the hearing of the city's application for a grade crossing before the Board of Railway Commissioners.

01-Apr-1928 Page 183

The locomotive house at Ottawa West will be extended to provide accommodation for large locomotives. A 300 ton ice house will be erected at Ottawa West.

01-Jul-1929 Page 429

A new station will be built at Kemptville. At Ottawa West power plant radial brick chimneys will replace the steel stacks. A modern mechanical cinder disposal plant will be installed at Ottawa West. Automobile truck scales of 20 tons capacity will be installed at Prescott.

01-Apr-30 Page 224

A new station will be built at Ottawa West. New sidings or extensions will be provided at Prescott.

01-Jan-31 Page 54

Diesel electric tug and car float - Prescott - see photo copy. Pages 54-55-56.

01-Feb-31 Page 119

Tug boat electrically controlled from the barge it tows - see photo copy

01-Mar-32 Page 123

CP gasoline electric car #47 operates between Ottawa and Maniwaki as trains 531 and 534 MWFO and between Ottawa and Waltham as trains 541 and 544 TThSO and between Ottawa and Prescott as trains 552 and 553 SuO.

01-Mar-42 Page 147

Ottawa Spur Line application - see photo copy.