
Smiths Falls sub.

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

01-Jul-1906 Page 409

James Bay Railway. Under the powers of the Dominion Act of 1905, the company has power to construct a railway from near Toronto easterly to Ottawa; from the mouth of the French River, passing through or near Ottawa, and Hawkesbury to Montreal---. Plans for these lines have been filed with the Railway Commissioners. The line from Toronto to Ottawa has been surveyed between the CPR and the GTR lines for the greater part of the distance. The entry into Ottawa is planned south of the civic isolation hospital, and on to Nicholas Street near the GTR coal bins. East of Ottawa location plans for the JB Ry. have been approved by the Railway Commissioners from Hawkesbury West, the eastern terminus of the Great Northern Ry. to the boundary between Russell and Prescott counties, 28.07 miles.

01-Jan-1907 Page 31

The plans for the line from Ottawa to Toronto have been filed and show a route between the two points about 60 miles shorter than the present GTR or CPR lines. From Ottawa the line will run south westerly as far as Coburg, from which point it will parallel the GTR and after passing about midway between Brooklin and Whitby will touch the lake near Dumbarton.

01-Jul-1907 Page 483

The question of the route of this line between Toronto and Ottawa has been discussed by the Department of Railways and the Deputy Minister has asked the Government to appoint a special engineer to go over the proposed routes and decide which of the three should be adopted, as being the best for the public. The routes proposed are via Smiths Falls, Perth and Lanark respectively.

01-Sep-1907 Page 665

J.G.G. Kerry, C.E. of Montreal has been appointed by the Dominion Government to make a report on as to the best route for the Ottawa-Toronto line, for which the company (CNOR) has filed plans. These plans have been objected to by certain interests and the department of Railways decided, before finally passing them, to have an independent survey made. The section of country through which the location is objected to, lies between Smiths Falls and Lanark. The GTR is interested in the Kingston, Smiths Falls and Ottawa Ry. which passes through the same section of country, and the location of this line will also be decided upon the report of this special survey.

01-Aug-1909 Page 595

From Toronto east the route plan has been approved by the Minister of Railways as far as Verona, 153 miles and the question of the route from Verona to Ottawa is under the Minister's consideration.

From Verona to Ottawa two routes are under the Minister's consideration, one via Portland and South(sic) Falls, south of the Rideau Lakes, the other crossing the Rideau Lakes near Newboro' thence via Perth and Carleton Place.

01-Nov-1909 Page 839

The Bay of Quinte Ry. is crossed south of Enterprise and the K&PRy. a short distance north of Verona. Continuing easterly it passes north of Dessert Lake and Mud Lake crossing the BW&NW at Newboro. Still proceeding easterly, Portland is reached where the direction again becomes north-easterly, the route surveyed in 1906, being followed through Smiths Falls, and Richmond to Ottawa, where connection will be made with the Ottawa - Hawkesbury line, now practically completed. It is understood that there will be a branch line from some convenient point to Lanark. We are advised that some residents of Perth have surveyed a line for a branch to connect with the Toronto-Ottawa line at Newboro crossing the Rideau Lake at the Narrows. It is not at all certain that this line will be followed, as it involves a very elevated crossing of the Rideau Lake.

01-Jul-1910 Page 553

Plans have been filed with the Board of Railway Commissioners showing the route of entrance of the Toronto-Ottawa line into Ottawa. Starting from the point to which the route had previously been approved-at the crossing of the Rideau River, near Nepean and Gloucester streets - it crosses almost at right angles the Bank Street extension, or Metcalfe Road, some distance south of Billings Bridge, by an overhead crossing; parallels the StL&O line of the CPR to Rideau Junction; crossed the GTR and the CPR near the second diamond and effects a junction east of the Rideau River with the company's Montreal line, terminating for the present on Gladstone Avenue.

01-Aug-1910 Page 649

Beyond Trenton to which point construction is at present in progress, the final location of the route is being rapidly made. -- Plans show that the route will cross the BW&NW (which has been acquired by Mackenzie, Mann & Co. in the interests of the company) near Newboro. The line would have been carried through Westport but for engineering difficulties in the way at Crow Lake. A divisional point will be located at the point of crossing the BW&NW.

01-Dec-1910 Page 1027

Press reports state that the company's agents are purchasing land for the right of way from Ottawa to Smiths Falls and that the projected line from Ottawa to Key Harbour will branch off from the Toronto line about four miles southwest of the capital.

01-Apr-1911 Page 345

In an interview recently Sir Donald Mann is reported to have stated .. that the line between Ottawa and Toronto would be completed this year. The grading was well forward and the engineers were getting within sight of the finish. In connection .. the Board of Railway Commissioners has issued a number of orders as to the diversion of roads , crossing of highways, bridges and buildings and approving location of line through Lanark county. It is expected that the first portion of the Toronto - Ottawa line to be opened will extend from Toronto to Belleville, 120 miles.

01-May-1911 Page 429

The Board of Railway Commissioners has approved of the revised location of the plans for the line near Billings Bridge, mileage 2.3 to 3.02, from Ottawa on the Toronto-Ottawa line; and has heard an application for the approval of the location plans for the route at Smiths Falls, mileage 37.8 to 40.8 from Ottawa. Some opposition was made to these plans on the part of residents of Smiths Falls and the Commissioners reserved judgement. The company's right of way agent stated at Smiths Falls, April 5, that all the right of way between Ottawa and Smiths Falls had been secured and also most of the land required for the line between Smiths Falls and Sydenham. It is expected that a contract will shortly be let for the construction of the line from Ottawa to Sydenham, and that work will be commenced on it during the summer. The Board of Railway Commissioners has approved revised location at Smiths Falls, mileage 37.8 to 40.8 from Ottawa; the building of a subway at Kingston Road, Hamilton tp.; the diversion of certain public roads in Loughborough tp.; and the crossing of the BW&NW at Brockville Jct. mileage 189.34 from Toronto.

01-Jun-1911 Page 525

Contracts for the construction of the remaining portion of the CNOR between Toronto and Ottawa were let May 19.

01-Jul-1911 Page 661

A start was made at Dwyer Hill, midway between Ottawa and Smiths Falls, June 12, on the grading of the remaining section of the Toronto - Ottawa line. At this point a subcontract covering six miles has been let to Ross and McCombe. Another subcontract is reported let to Harrison, at Smiths Falls. Other contractors are reported to have their plants ready to move in as soon as the general contractors have assigned them mileage. The locating engineers are busy completing their work, so as to let the contractors start work.

01-Aug-1911 Page 743

Subcontracts - McDonald and Chisholm, Hurdman's Bridge to Rideau River; H. Christian, Rideau River at hogs Back to Richmond; P.J. Brennan, from Richmond west to Smiths Falls.

The question of the location of the terminals in Ottawa is still unsettled and it is said that nothing definite will be done in regard to them until some questions in connection with the route of the proposed Georgian Bay canal have been settled.

01-Sep-1911 Page 841

The company is reported to have purchased 110 acres at Bowesville, near the concrete bridge being built over the Rideau River, at the point where it is expected the Toronto-Ottawa line will join the company's transcontinental line. This area will be used for shops etc. according to the reports. Other reports state that options have been obtained on something like 2,000 acres of lad on the Merivale road for the company's purposes.

01-Nov-1911 Page 1055

Ottawa press reports Oct 18, state that the CNR proposes to build car shops on the large areas of land purchased by the CNR around Merivale, about three miles from the Experimental farms and that options were taken on half a dozen farms, which have been closed.

01-Dec-1911 Page 1145

Work is also in progress between Sydenham and Smiths Falls and from the Ottawa end to Smiths Falls. The Board of Railway Commissioners has authorized the operation of construction trains across the CPR and the GTR near Ottawa.

The land which has recently been bought near Rideau Jct., is, we are advised, for yards, etc. for a divisional point.

01-Mar-1912 Page 137

From Sydenham to Ottawa the line is under contract and considerable progress has been made with the grading. It is expected that the track will be laid over it by Dec. 31.

01-Apr-1912 Page 178

The line under construction from Toronto to Ottawa, which has been in operation for some time as far as Trenton, was reportedly completed as far as Deseronto, Feb. 29. At this point connection is made with the Bay of Quinte Ry. and trains will run over it as far as Sydenham. whence the line is under contract to Ottawa. Some betterment, including a couple of cut offs have been done on the BQRy. in order to provide for heavier traffic. A freight service is being operated from Toronto to Sydenham, but it is not expected that a passenger service will be operated until the summer.

01-May-1912 Page 231

Ottawa Car Shops. Sir Wm. Mackenzie, President, is reported as having stated at Ottawa, April 3, that car shops will be built on the site acquired near Ottawa, but he would not say that they would be the company's central car shops.

01-Jun-1912 Page 290

Arrangements are being made to do away with the foot bridge across the tracks at George Street, Smiths Falls, and to replace it with a subway under the tracks 110 ft. long, 10 ft. wide and 7 ft. 6 in. high.

01-Jul-1912 Page 336

Construction is reported to be proceeding at a satisfactory rate on the line under construction into Ottawa from Toronto. An official inspection of the line was made recently by the company's officers and G.A. Mountain, Chief Engineer of the Board of Railway Commissioners, the special train carrying the party running as far east as Enterprise. A train service was put in operation as far as Napanee June 14. Press reports state that plans are being prepared for improving the BW&NW which is owned by the CNOR interests and is being operated as a branch line. It is proposed to relay 40 miles with new ties and steel and to bring it up to the CNOR standards. The point of junction is about 35 miles north of Brockville to which point the grading on the Toronto-Ottawa line has been completed, and it is expected that tracklaying will be started in June. The grading beyond this point to Ottawa is well advanced.

01-Aug-1912 Page 400

From Sydenham to Ottawa, 90 miles, J.P. Mullarkey is carrying out the contract for the greater part of the work. On this 90 miles track is reported to have been laid from Ottawa to the Rideau River and track is also being laid westerly from Sydenham. Another tracklaying gang is also preparing to start work at Forfar where the line crossed the BW&NW.

Sir Wm. Mackenzie is reported as having stated recently that the company's plans included the laying out of large yards and shops at Leaside Jct., and smaller shops on the Rideau River near Ottawa.

01-Sep-1912 Page 454

The line from Toronto to Ottawa is being operated as far as Deseronto where connection is made with the Bay of Quinte Ry. and the section of that line from Deseronto to Sydenham, 29.7 miles has been incorporated into the line. There were gradients as high as 1.75% on the BQRy. and to overcome these, revisions have been made at Newbury, three miles long; Yarker, one mile long; and at Sydenham, 2.5 miles long, reducing the grade to 0.5 and making it uniform with the whole line from Toronto to Ottawa. Between the points where revisions have been mad a considerable amount of train filling is being done and when this is completed there will be no gradients exceeding 0.5%. At Yarker it was necessary to build a bridge over the Napanee River, 400 ft. long and 37 ft. above high water. The revision work has been completed, and when the train filling is finished, new 80 lb. steel rails will be laid, so as to make the line conform to the general standard of construction. It is expected to have the work completed this season.

The steel work for the two bridges across Sydenham Lake is being erected. Grading is practically completed to Chaffey's Locks. Considerable grading has been done right on to Ottawa and track has been laid out of Ottawa to Hog's Back where the line to Port Arthur branches off.

Plans are reported to be in preparation for laying out a terminal site on the north side of the Rideau River.

01-Oct-1912 Page 510

The Board of Railway Commissioners has approved of revised location of the line in Camden tp. and has authorized the operation of traffic between mileage 145.83 and 149 and between mileage 152.13 and 152.72.

01-Jan-1913 Page 33

During 1912 track was laid on 45 miles of the line between Ottawa and Toronto. The uncompleted section is between Sydenham and Ottawa, 80 miles. J.P. Mullarkey has the contract for the entire distance with the exception of certain work on a 20 mile section which was let to Ewen Mackenzie. The work on the section is well advanced.

01-Mar-1913 Page 119

Sir Wm. Mackenzie, President, is reported as stating, Feb. 5, that it is expected to put a regular passenger service in operation between Toronto and Ottawa in June or July.

01-Apr-1913 Page 180

Track is reported to have been laid on the Toronto-Ottawa line between Chaffey's Locks and Lombardy, and that only about 7 miles of tracklaying is required to complete this line.

01-May-1913 Page 227

The lift bridge across the Rideau River at Jones Lock has been completed. The lift span is 57 ft. long, weighs 270 tons, and will be operated by an electric motor.

01-Aug-1913 Page 380

The Dominion Government entered into a contract June 13, with the CNOT for the building of a line from Toronto to Ottawa, 250 miles; under the terms of the act passed last session to aid in the construction of this and other lines. Work on this line is rapidly approaching completion.

01-Sep-1913 Page 478

We are officially advised that on Sept. 9, there still remained about four miles of track to lay, and about 60% of the ballasting to be done on the uncompleted portion of the line between Toronto and Ottawa. The erection of station buildings, roundhouses, etc. has been completed. Owing to the uncertainty of the amount of train filling to be done on several sections, we are informed, it is not possible to fix a date for the completion and opening of the line for traffic.

Sir Donald Mann, Vice President, made a trip of inspection over the line from the Ottawa end to Chaffey's Locks on the Rideau River, Sept 11. With the exception of about four miles between Chaffey's Locks and Sydenham, on which trouble is being given by some sink holes, the line is completed. Press reports state that the work of filling these is expected to be completed to permit the operation of trains through from Toronto to Ottawa, by Oct. 15, but Sir Donald Mann, in an interview Sept. 18, is reported as saying that "six months' deferment of the opening of the line to passengers will allow the tracks to settle down."

01-Dec-1913 Page 584

The line from Toronto to Ottawa which has recently been completed is 240 miles long. A freight service has been put in operation but it is not intended to operate a passenger service until next summer. The company is now able to give connection through the CNQR at Hawkesbury with Montreal, Quebec and Lake St. John.

01-Jan-1914 Page 29

A mixed freight and passenger service has been put in operation on the Ottawa-Sydenham section of the Ottawa-Toronto line which has recently been completed. A regular freight and passenger service has been operated for some time between Toronto and Sydenham, and these services will be run through to Ottawa early in the spring.

01-Feb-1914 Page 73

A through fast freight service was inaugurated between Toronto, Ottawa, Montreal and Quebec, Jan. 8 over the Toronto-Ottawa line, the last section of which was recently completed.

01-Jun-1914 Page 272

The first through train from Quebec run entirely over the CNR lines arrived in Toronto May 1 and was sent on to the west, over the company's Toronto-Sudbury line. by this route the company is enabled to give connections from Quebec through to west of Edmonton. In connection with the opening for through traffic of the Toronto-Ottawa line. passenger service, mainly for tourist purposes, is to be operated by gasoline electric car from Ottawa to Chaffey's locks.

01-Jul-1914 Page 322

It was announced that a regular through passenger train service would be put in operation between Toronto and Ottawa, June 29, replacing previous services.

01-Nov-1914 Page 500

The CNR, which has been operating one passenger train a day each way between Ottawa and Toronto, has also put on two daily night trains, the westbound one leaving Ottawa at 10.50 p.m. arriving Toronto 7.30 a.m. and the one eastbound leaving Toronto at 11 p.m. and arriving Ottawa 7.40 a.m.

01-Sep-1915 Page 348

Orders have been given for the building of three frame constructed 100-ton capacity standard counter balanced bucket coaling plants at Rideau Jct., Capreol and Fitzbach. They will be similar to the one erected at Trenton and described in June. See June p. 201-2.

01-Jul-1916 Page 286

The CNoR started on June 18, running a special Sunday train from Ottawa to points in the Rideau Lakes district. It will be operated during the summer months only.

01-Oct-1916 Page 409

An order has been given Roberts & Schaefer Co., engineers and contractors, Chicago, to rebuild a frame constructed automatic coaling plant at Rideau Junction which was destroyed by fire recently.

01-Mar-1919 Page 128

An Ottawa press report of Feb. 18 says that the company's shops at Rideau Jct., Ottawa, will be closed before long, and that new shops will be erected in the north bank of the Rideau Canal, within the city limits, A site of over four acres is reported to have been secured for this purpose.

01-Apr-1919 Page 192

Tenders were recently received for the following works:-

For the construction of 8 abutments and one culvert between Sydenham and Ottawa on the Rideau sub

01-May-1923 Page 209

CNR betterment - provision of interlocking plant at Harrowsmith.