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# Westport sub.

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

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01-Nov-1898 Page 237

The line has been put in good condition and with the renewal of certain bridges now in progress will give a good account of itself to its owners.

01-Dec-1898 Page 261

This line, which extends from Brockville to Westport, 54 miles, has been considerably improved this season. The whole line has been relaid with cedar ties and largely reballasted. Cattle guards and culverts have been renewed with new timbers, several bridges have been entirely rebuilt and the frame work for all water tanks has been reconstructed (Nov. pg. 237).

01-Jun-1899 Page 166

J. Mooney, Superintendent of the Brockville, Westport and Sault Ste. Marie Ry. had his horse run away on May 16. The animal went for five miles before the buggy collided with a telegraph pole. Mr. Mooney, who is 75 years of age, has suffered very much from the shock.

01-Jan-1901 Page 16

Superintendent Mooney of the BW&SSM desires to retire on account of continued ill health.

01-Apr-1901 Page 107

E.A. Geiger, who has been promoted to the Superintendency of the BW&SSM began his railway career as telegraph operator on the Georgian Bay and Lake Erie branch of the GTR in 1881. After two years he went to Hamilton, and for four years was Vice Principle of the Hamilton Business College. In 1888 he went to Brockville as Secretary for R.G. Hervey, manager of the B&W. Soon afterwards he was appointed Auditor and in a short time he was also made General Passenger Agent.

01-Apr-1901 Page 105

Supt. Jas. Mooney, having asked to be relieved on account of ill health, E.A. Geiger, heretofore Secretary, General Passenger Agent and Auditor has been appointed Superintendent and will also act as General Freight Agent and Treasurer. Mr. Mooney will remain in the service as General Passenger Agent. W.A. Gogo, agent at Brockville, has been appointed Auditor.

01-Aug-1901 Page 225

The BW&SSM is improving its roadbed. An extension of the line is talked of so as to effect a junction with the Kingston and Pembroke at or near Sharbot Lake.

01-Sep-1901 Page 271

The roadbed is being relaid with new ties under the supervision of Roadmaster Stinson.

In reference to the proposed extension northward from Westport, we are informed that it is the intention to proceed with this just as soon as legislation can be procured for the reorganization of the Co. and the Government bonus is revoked. (Aug. pg. 225.)

01-Sep-1901 Page 239

H. Wilkinson, Mechanical Superintendent of the BW&SSM has received a medal for service in the Fenian raid in 1870.

01-Sep-1901 Page 263

The BW&SSM is about to add a combined mail and baggage car to its equipment.

01-Nov-1901 Page 332

Considerable ballasting is being done, an engine house is being built at Westport and the stations are being renovated.

01-Jan-1902 Page 1

A locomotive shed 20 by 60 ft. has been completed at Westport. It is intended to erect a freight shed at Brockville in the spring.

01-Jan-1902 Page 11

Jas. Mooney, who retired on account of ill-health from the office of Superintendent and General Freight Agent of the BW&SSM, Mar 1901 but remained with the Co. as General Passenger Agent, died in Brockville, December 23. He entered railway service in 1858, and was contracting freight agent for the Ottawa and Prescott Ry. until 1864. Between 1864 and 1888 he was engaged in the southern States superintending railway construction, and on his return to Canada was appointed Superintendent, General freight Agent, Treasurer and Purchasing Agent of the BW&SSM and in 1894 was also appointed Receiver.

01-Oct-1902 Page 347

The BW&SSM has added a combination passenger and baggage car to its equipment.

01-Oct-1902 Page 381

A 3-stall engine shed and repair shops are being erected at Brockville. W.E. White is the contractor. A freight shed and platform are being erected at Westport. (Jan., pg. 1)

01-Jan-1903 Page 15

The BW&SSM will add to its equipment 1 locomotive, 2 passenger cars, 1 combination passenger and baggage car and a number of 34 ft. box, flat and stock cars. The sale of the line, to take place Jan 20, may have some effect in delaying purchases. As car builders cannot promise delivery before June, the Co. is rebuilding some of its flat cars.

01-Feb-1903 Page 37

Brockville and Western. Application will be made next session of Dominion Parliament for an act to incorporate a company with this title to acquire and complete the Brockville Westport & Sault Ste. Marie Ry., and to construct a railway bridge across the St. Lawrence, opposite Brockville in connection with the railway. E.N. Armstrong, is attorney for applicants.

01-Mar-1903 Page 94

Members of the syndicate recently made an inspection of the line and arrangements are being made for carrying out an extensive program of improvement. The work proposed to be done will consist of reducing some of the heavy grades, ballasting the greater part of the line, placing an additional 24,000 ties under the rails, renewing about a mile of track originally laid by the GTR to connect that Co.'s line at Lyn Jct. with Lyn station; lengthening the sidings at Athens, Delta, Elgin and Westport stations, from 4 car to 8 car lengths; putting in a turntable at Brockville repairing and completing the fences with woven wire fence instead of barbed wire, building snow fences, placing surface cattle guards at all crossings instead of the old pits, rebuilding two small bridges in Brockville yard, reducing the curve and putting an iron bridge over the creek at Lyn, repairing every station on the line and probably taking down the old station at Brockville and rebuilding it in a more suitable position, erecting semaphores, switch lamps, and sign boards at all stations. Some preliminary surveys have been made for extensions on behalf of the syndicate, but nothing in the way of construction will be done until after the additional powers are obtained. The first section of the additional lines to be constructed, W.S. Buell, solicitor for the syndicate says, will be from Westport to a junction with the CAR at Barrys Bay. The syndicate also proposes to establish traffic relations with US lines in Morristown NY., either by bridge over the St. Lawrence or a ferry.

01-Apr-1903 Page 137

The BW&SSM is about to add to its equipment one locomotive, one 1st class passenger car, one combination passenger and baggage car, one combination baggage and express car, 8 box cars, 50,000 lbs. capacity and 3 stock cars, 40,000 lbs. capacity.

01-Jun-1903 Page 187

The BW&SSM has added to its rolling stock a 1st class passenger car, a combination 1st class passenger and baggage car, a combination baggage and mail car and eight 50,000 lb. box cars.

01-Jul-1903 Page 223

The line is being operated by the reorganization syndicate, which is applying to the Dominion Parliament for incorporation as the Brockville, Westport and Northwestern Ry., Westport having been added at the desire of the residents on the line.

01-Aug-1903 Page 267

The applications for Acts respecting the BW&SSMR which were referred to a sub-committee of the Railway Committee of the House of Commons, in order to see if the various interests could not be harmonized so that the best interests of the line might be promoted, were again considered by the committee, on a report from the sub-committee. The sub-committee recommended the rejection of the applications in the interests of the B&NW and of the B&W and favoured the passing of the application giving the purchasers of the line at the recent sale a title and other powers. The different questions at issue will be dealt with by the House of Commons.

01-May-1904 Page 146

The BW&NW commenced running a second daily train each way on April 1, thus doubling the service.

01-Aug-1904 Page 269

The BW&NW has added to its equipment a new locomotive built by the Locomotive and Machine Co. of Montreal.

01-Aug-1904 Page 281

W.J. Curle, heretofore freight agent CPR at Brockville, has been appointed Superintendent succeeding E.A. Geiger resigned. E.A. Geiger, who recently resigned his position as Superintendent, is spending a holiday at Wolfe Island.

01-Sep-1904 Page 323

W.J. Curle, who has been appointed Superintendent, entered railway service with the GTR at Brockville about 22 years ago, but for the past 20 years has been with the CPR, being successively car checker, telegraph operator, night agent, and outside agent, general yardmaster at Carleton Place and latterly freight agent at Brockville.

01-Nov-1904 Page 395

E.A. Geiger, formerly Superintendent, BW&NW, has removed to New York. Mrs. Geiger and family will remain at Brockville for the present.

01-Nov-1904 Page 405

The office building at Brockville has been rearranged, the upper floor of the station building having been fitted up as offices for the Manager, the Superintendent and a board room.

01-Dec-1904 Page 443

Local papers state that the receipts for October exceeded by over \$1,000 the receipts for any month since the line was opened.

01-Mar-1905 Page 89

Application is being made at the current session of the Dominion Parliament for an extension of time for the construction of the proposed extension northerly from Westport of its railway.

01-May-1905 Page 181

C. Harris of Kingston has completed a preliminary survey of this line from the present terminus at Westport to the French River and a location party is reported to be in the field. It is expected that some construction will be done during the current season. A Dominion Government commissioner has been investigating certain claims against the old company, which, it was agreed by the new owners, were to be discharged out of a portion of the unearned subsidy which was to be paid on the company bringing the line up to the Government standard.

01-Jun-1905 Page 241

Press reports state that the survey party had reached Clyde Falls, 300 miles north west of Westport, that the construction gang had reached Bolingbroke and that tracklaying would soon be commenced. A later report states that the survey party had given up work on account of wages not having been paid.

01-Jul-1905 Page 297

M. Zimmerman, General Manager, BW&NW, has taken up his residence at Brockville for the summer.

01-Jul-1905 Page 295

The BW&NW has sold two old type engines to be scrapped.

01-Oct-1906 Page 579

The rolling stock consists of 4 locomotives, 5 passenger cars, 4 emigrant cars, 2 baggage, mail and express cars, 10 box cars, 8 platform cars, 2 coal cars, with air brakes and auto-couplings, 1 snow plow.

01-Dec-1906 Page 711

The directors and officers recently made a trip of inspection over the line, in which they were accompanied by the Dominion Government Inspector Johnston. During the season a large number of new ties have been put in, and several miles ballasted.

01-Feb-1908 Page 79

BW&NW. The road is 45 miles long with two miles of sidings; four locomotives, 10 passenger, mail and express cars, 18 box and platform cars with air brakes and auto couplings, one snow-plow car and three engine houses.

01-Jun-1908 Page 401

The proposed extension of this railway beyond Westport is again under discussion. The proposal is to construct a line from Athens, 17 miles from Brockville, thence across Bastard tp. bridging the Rideau River at Oliver's Ferry and through Lanark county to Lanark village. surveys have been made of this route and reports show that it will tap a rich country north of Perth, which at present has no railway connection whatever. Not far from Lanark are the Playfair Iron Mines, which have been shut down for years. It is said that these mines would be reopened if there was railway communication. The new line would also give the country to be opened up a direct connection with the CPR to Brockville and the Thousand Islands.

01-Sep-1909 Page 659

S. Rothwell, Locomotive Foreman, BW&NW, died at Brockville, Aug. 14 aged 52. He was born at St. Catharines but had lived in Brockville the greater part of his life. Prior to his service with the BW&NW he had been engaged with the GTR and the CPR having in the latter case been employed on the construction of the Rocky Mountain section.

01-Jul-1910 Page 581

The Mackenzie and Mann interests are acquiring the BW&NW which runs from Brockville to Westport, 54 miles. The CNORy.'s Ottawa-Toronto line, the western portion of which is already under construction will cross the BW&NW and through the latter the CNOR will obtain access to Brockville and the St. Lawrence River.

The BW&NW which was incorporated in 1903, succeeded the BW&SSM whose property was sold under foreclosure in that year. In Brockville it connects by ferry at Morristown, NY with the NYC&HR, also at Brockville with the GTR and CPR.

01-Aug-1910 Page 653

The company owns 45 miles of single track main line laid with steel rails, with two miles of yard track and sidings. There is one steel bridge having a 69 ft. span; 31 wooden bridges, the longest being 65 ft.; 19 short combination bridges and two trestles, one of 575 feet and one of 700 ft., on the line. There are 35 level crossings and the line is carried under one bridge which is 325 ft. above rail level (sic). The company's rolling stock at June 30 1909 included four locomotives, 20 freight cars, one car in the company's service and 10 passenger cars.

01-Jan-1911 Page 53

R.G. Harvey, railway contractor who build the BW&SSM, (recently acquired by the Mackenzie and Mann interests) and the Halifax and Yarmouth Ry. (now part of the Halifax and South Western Ry.) died in Brockville Nov. 27.

01-Jul-1912 Page 336

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.

01-Sep-1912 Page 452

The BW&NW has ordered two first class cars and one combination car from J.T. Gardner, Chicago, IL.

01-Aug-1913 Page 376

The Board of Railway Commissioners has ordered the company to replace ties on several bridges, to place new stringers under rails, to renew at least 30,000 ties on the whole line, to ballast the whole line, and to make the highway crossings conform to the Board's Standard regulations, the work to be completed by Nov. 1.

01-Nov-1918 Page 485

tenders have been asked for the erection of concrete abutments for bridge at mileage 0 Brockville sub. at Brockville.

01-Dec-1918 Page 547

We are officially advised that a contract has been let to W. Leacey, Brockville, for the construction of 2 concrete abutments to replace wooden cribs under I beam span under Y track at Brockville.

01-Jan-1920 Page 21

The old Brockville, Westport and Northern Ry., now a part of the Canadian National Rys., had its southerly terminus at Brockville, with terminal yards etc. Now that the GTR is about to be taken over by the Dominion Government, an arrangement is reported to have been concluded under which the GTR terminal facilities will be utilized for both lines. It is also reported that a new station may be built and the terminal facilities enlarged.

01-Mar-1920 Page 123

A press report states that municipalities along the old BW&NWRy. from Brockville to Westport have been asked to request the HEPC to report on the cost of electrifying the section.

01-Feb-1921 Page 77

A section of the CNRys. formerly part of the BW&NW parallels the GTR between Brockville and Lyn, approximately 4 miles. It is the intention to build a joint station at Lyn on GTR property which will permit CNR trains to use the GTR tracks into Brockville.

01-Nov-1921 Page 580

The Canadian National Rys. management is trying a gasoline driven motor car between Westport and Brockville, Brockville sub., Ottawa Division, Ontario District, 44.4 miles, the car being operated in regular passenger service and making four round trips daily. It leaves Westport at 7 a.m., 11 a.m., 3 p.m., and 7 p.m. as trains 78, 80, 82 and 84 respectively, and leaves Brockville at 9 a.m., 1 p.m., 5 p.m. and 9 p.m. as trains 77, 79, 81 and 83 respectively, the run each way occupying 1¾ hours. The motor car service was begun Oct. 3 previous to which date service was provided by a mixed train each way daily except Sunday, and this service has been retained. The motor car remains at Westport overnight.

The car was constructed by Ledoux, Jennings Ltd., Montreal, and has been handled to the CNR for trial purposes. As shown in the accompanying illustration, a 4-wheel leading truck has been used, and the chassis of what would otherwise be a large motorbus has been modified to suit the requirements. The length over all is 21½ ft.; height, rail to roof, 9 ft.; length of body, 18 ft.; width of body, 7½ ft. There are two entrance doors, one on each side, near the front. The seating capacity is 20, in addition to the operator, the seats being finished in rattan. There is one transverse seat across the rear accommodating 6 passengers, 2 one-passenger longitudinal seats, one on each side, and 3 seats arranged transversely on each side of the central aisle, each accommodating two passengers. The car is equipped with 6 dome electric lights, 3 on each side of the central aisle. On each side of the engine hood, which is 36 in. long, baggage carriers are arranged. The engine is of Reo manufacture.

The maximum speed which can be attained by the car is 40 m.p.h., which may be said to be more than sufficient for equipment of such light weight. Twelve miles per gallon of gasoline is being obtained, and the service the car has given to date is said to be satisfactory. There is a side view of the car lettered "Canadian National" and with number 501.

The gasoline driven railway passenger motor car placed in operation by Canadian National Rys. between Westport and Brockville, 44.4 miles on the Brockville subdivision, Ottawa Division, Ontario District, described in Canadian Railway and Marine World for November is being continued in operation between those points as trains 78, 80, 82 and 84 from Westport to Brockville and as trains 77, 79, 81 and 83 from Brockville to Westport, the running time in each direction being 1¼ hours. The schedule has been maintained consistently by the car, and the service has proved to be popular, as is evidenced by the fact that the car is loaded to capacity on every trip in each direction. The car is also proving most successful financially, the loss entailed by steam train operation being wiped out, and a good profit being shown after allowing for interest and depreciation. During November adjustments were made to the engine (a Reo 4 cyl., identical with that used in the Reo "speed wagon" and rated at 35 h.p.) which has increased the mileage per gallon of gasoline from 12 to 16. The gear ratio has been changed to give slightly less engine speed, the ratio now being such that engine speed of 1920 r.p.m. gives a speed of 40 m.p.h.

The car is well equipped with brakes. Those on the rear wheels are operated by two foot levers, and each wheel of the four-wheel leading truck is braked by an arrangement wherein what would normally be the steering wheel is used as a brake mast wheel, the wheel being turned to apply the brakes, through an arrangement of rods and levers. The heating system is unique, the exhaust from the engine being piped through coils arranged under the seats.

We are advised that the CNR intends acquiring another gasoline motor car to be placed in service between Westport and Brockville, in addition to the present one. The mileage being made by the car now in service is over 355 daily, and the fact of no trouble or delay being experienced to date indicates remarkable performance. It is evident that this mileage, made day after day, is excessive for a gasoline propelled car, but with two cars covering the service the mileage demanded will be within a reasonable limit. It is probable that the new car will be somewhat larger than the one now in service, and that it will be equipped with a 6 cylinder engine. A seating capacity of 30 is being considered. The CNR will buy the car now in service from the builders, Ledoux-Jennings Co., Montreal, which furnished it to the railway for a month on trial.

01-Jan-1922

Page 27

The gasoline motor car operated between Brockville and Westport, which was furnished by Ledoux, Jennings of Montreal, has been bought by the CNR. In the latter part of December it was shopped for general overhaul, on the completion of which it will be returned for service on the same run. It has consistently made an operating profit and its patrons have expressed satisfaction with the service given. To replace this car while being overhauled, the gasoline motor car operated during the summer between Cross Creek and Stanley, 5.74 miles on the Nashwaak and Stanley subs. Edmundston Division, and which was described in our Dec. 1921 issue, was placed in service on the run between Brockville and Westport, but, owing to its limited capacity steam train service has been restored temporarily.

The CNR management is considering the purchase of a gasoline motor car of improved design, to be placed on the Brockville - Westport run with the Ledoux, Jennings car when the latter is returned to service.

01-Jun-1922

Page 289

Article on self propelled cars on CNR. --- Construction has begun on the second car which will, on delivery be placed in service on the Brockville sub.

01-Jul-1922

Page 363

The second Ledoux, Jennings car will, it is expected, be completed about the third week in July, when it will be placed in service on the Brockville sub.

01-Apr-1923

Page 157

Battery electric car 15803, now operating between Brockville and Westport, was overhauled at St. Catharines and turned out with 110 MVX Ironclad Exide batteries, 4 Westinghouse motors and Brill type 69E ball bearing trucks. The car is making 107 miles daily the current being obtained from the hydro system at Brockville, and the batteries being charged during the night.

01-Sep-1923

Page 422

car 15803, the other storage battery electric car bought from the Cambria and Indiana Rd., is operating between Brockville and Westport.

01-Apr-1925

Page 178

Battery car 15793, which was transferred from the Atlantic region to run between Brockville and Westport while battery car 15803 was being overhauled at Leaside shops, Toronto has been returned. Car 15803 has been repaired and returned to Brockville but is being held there as a spare car, the run now being taken by battery car 15799 taken off the Montreal-Waterloo run.

01-Jun-1925

Page 280

Battery car 15796 which had been operating between Montreal and St. Eustache before being transferred to run between Brantford, Paris, St. George and Harrisburg, has been returned to the former run and replaced by battery car 15803 which was operated for a time between Brockville and Westport

01-Jul-1925

Page 335

The storage battery car operating between Brockville and Westport was replaced on June 28 by a gasoline car and transferred to the run between Fredericton and Centreville.

01-Sep-1925

Page 455

15827, a new Brill car, is in operation between Brockville and Westport.

01-Feb-1926

Page 64

On Jan. 3 CNR trains 275 and 276 between Brockville and Westport were reduced to tri-weekly.

01-Jun-1926            Page 287

Effective May 2 gasoline car 15827 was operating between Brockville and Westport giving all local passenger service.

01-Jul-1928            Page 406

CNR is running 15808 without trailer between Brockville and Westport, two round trips a day.

01-Dec-1928            Page 718

Car 15808 without trailer, on run 23, operates between Brockville and Westport as trains 677, 678, 679 and 680 two round trips a day.

01-Dec-30              Page 767

Gas mechanical car 15816 is being operated as trains 677, 678, 679 and 680 between Brockville and Westport.