

# Local Railway Items from Area Papers - Buckingham subdivision

*14/05/1883*

*Ottawa Citizen*

*Buckingham*

*Buckingham*

An engineering party of the Ottawa Colonization Railway is now in the vicinity of Buckingham, engaged in locating the railway line on its first section.

*22/11/1884*

*Hull, Vallee d'Ottawa*

*Buckingham*

Les travailleurs sur une section de l'embranchement du chemin de fer en voie de construction sont mis en greveau commencement de las semaine et ont demande a M. Raphael des gages plus eleves. M. Raphael n'a pas voulu a rendre a leur demande et ils ont ete obliges de reprendre l'ouvrage aux memes conditions.

*05/12/1884*

*Ottawa Free Press*

*Buckingham*

--the new railway being constructed from the C.P.R. main line to Buckingham village, will afford the workers every convenience.

*08/12/1884*

*Ottawa Citizen*

*Buckingham*

*Buckingham Branch*

Buckingham Branch.

Mr. T. Raphael, contractor for the Buckingham branch of the CPR was in the city Saturday last. Mr. Raphael says the work is progressing favourably and the roadbed will be finished this week. The track will be laid without delay upon completion of the roadbed so that the branch will be in operation at an early day. It will prove a great boon to the phosphate miners and the people in that section, enabling them to escape a piece of the most wretched road in the country, rendered so by the great number of heavily laden teams from Buckingham village to the C.P.R. station on the main line. Mr. Raphael deserves much credit for the speedy manner in which he has pushed forward this contract.

*11/12/1884*

*Hull, Vallee d'Ottawa*

*Buckingham*

M. Raphael, l'entrepreneur de la branche de Buckingham, a notifie lea autorites de Pacifique que lundi prochain (15) le terrassement serra pret pour la pose des dorments et des rails.

*10/01/1885*

*Hull, Vallee d'Ottawa*

*Buckingham*

Les autorites du chemin de fer du Pacifique doivent bientot enlever tous les bancs a Phosphate de la gare de Buckingham et en transporter en partie au terminus de l'embranchement de Buckingham, et la balance doit etre placee a Montreal pour donner plus la facilite a l'exportation de ce mineral.

La compagnie du chemin de fer du Pacifique se propose de construire des elevaterus pour la phosphate a l'extremite du nouvel embranchement de Buckingham.

*10/01/1885*

*Ottawa Free Press*

*Buckingham*

--The railway company contemplate shortly removing the bins from the station here to the village wharves at the head of the falls to which place the phosphate is brought down in scows from the mines. When the branch C.P.R. line of railway, extending from the station to the village, a distance of four miles, is finished, the hundreds of teams that have heretofore been utilized drawing sown the phosphate, will be compelled to seek other occupations. The branch line will no doubt be a great boon to miners. The work of construction is progressing rapidly.

*12/01/1885*

*Ottawa Free Press*

*Buckingham*

The construction of the branch rail road from the C.P.R. main line to the village of Buckingham is being rapidly pushed. The line is now all graded, and will be ironed in the spring when trains will be run over it. The finishing of the line will throw a large number of horses on the market, some 400 or 500 teams having been employed in hauling phosphate and timber. The effect has already been felt in the depreciation in their value.

*20/01/1885*

*Shawville Archives*

*Buckingham*

The Buckingham branch of the Canadian Pacific Railway has been graded from end to end and will be opened on the 1st of May next. The company have erected spacious bins at the upper landing at Buckingham village for the storage of phosphate, and will no doubt do a large business in transporting that mineral. Also reported verbatim in Ottawa Citizen 21 January.

*27/01/1885*

*Ottawa Citizen*

*Buckingham*

*Buckingham*

The C.P.R. commenced removing the phosphate bins from the old station to the future terminus of the road at the upper landing Buckingham Village.

*02/02/1885*

*Ottawa Free Press*

*Buckingham*

Mr. T. Raphael, the contractor for the C.P.R. phosphate branch line from Buckingham station to the village, a distance of four miles, is in the city and staying at the Russell House. The grading of the line was completed last week. The rails will be laid in March, and the branch open for traffic in April next.

*21/02/1885*

*Ottawa Free Press*

*Buckingham*

The C.P.R. have nearly completed the removal of the phosphate bins from the present station to the Upper Landing, Buckingham village.

*11/11/1885*

*Ottawa Citizen*

*Buckingham*

On and after Monday November 9th the branch train service between Buckingham station and Buckingham village will be discontinued. Also shown in the Ottawa Free Press of 9 November.

*15/06/1886*

*Ottawa Journal*

*Buckingham*

The local train service on the branch of the C.P.R. is good, there being four trains up and down daily. Passengers are anxiously looking for the construction of some more convenient means of getting on and off the trains and shelter from bad weather.

*03/07/1886*

*Ottawa Journal*

*Buckingham*

Mails for Buckingham village will in future be carried from the C.P.R. depot over the branch line.

*03/07/1886*

*Ottawa Citizen*

*Buckingham*

Her majesty's mails, which have been up to the present conveyed from Buckingham station to the village in the old fashioned stage, were on the 1st instant taken over by the Buckingham branch line, and will in future be carried to the village by rail.

*22/11/1886*

*Ottawa Journal*

*Buckingham*

It is understood the branch line freight railway service from Buckingham station to Buckingham village will be discontinued in the course of a few days for the winter and supplies are being hurried forward as rapidly as possible.

*17/03/1887 Ottawa Citizen Buckingham*

See account of accident on this date and reference to Buckingham branch not being operated during the winter.

*14/06/1887 Ottawa Journal Buckingham*

An accident occurred to our local train Saturday last when running down to connect with the 9.30 p.m. train for Ottawa. By some means or other some cow had obtained means of ingress to the track and having selected a resting place, lay calmly down undisturbed by the approach of the iron horse which was travelling backwards. The tender which of course struck poor "Bossy" first was thrown over partly followed by the engine and passenger car, the engine and tender being considerably damaged, as well as the rails, which were twisted up badly. The fireman had a very narrow escape when the accident happened. He jumped off the engine and at the same moment the ponderous smoke stack, which been torn off, fell within a few feet of him. Providentially however, no one was injured. Perhaps the C.P.R. will look more strictly after the fences and cattle guards now.

*07/12/1887 Ottawa Journal Buckingham*

A collision occurred on our branch railway yesterday, some freight cars which were on the siding being loaded with pulp and lumber were run into by the passenger train which arrives here about noon, tearing the end off one of the freight cars and staving in the end of the passenger car, doing altogether some hundreds of dollars of damage. It is supposed some boys playing had loosened the brakes, hence the accident.

*18/04/1888 Ottawa Journal Buckingham*

The C.P.R. have had the branch line cleared to the village and on Monday we may expect to have the train running again.

*03/05/1888 Ottawa Journal Buckingham Buckingham*

The new Canada Phosphate Company of Buckingham made their first shipment of phosphate this season on Monday last, when 100 tons were shipped to Boston markets.

*03/12/1888 Ottawa Journal Buckingham*

It is expected the branch train from the main North Shore line up to the village will stop running in a week or so. It would have ceased already but that Mr. A.D. Cameron has a thousand cords of wood or so to move.

*31/01/1889 Ottawa Journal Buckingham*

Buckingham. Our branch train has been discontinued and Mr. Pearson is running the stage coach again.

*17/05/1889 Ottawa Citizen Buckingham*

The C.P.R. are affording facilities (for shipping phosphate) by constructing side tracks etc., for the shipment of the ore from Buckingham.

*29/05/1889 Ottawa Citizen Buckingham*

All the phosphate mines are working with a full complement of men, the High Rock. The Emerald, Central Lake, Little Rapids and Canadian Phosphate Mines doing an especially satisfactory amount of work. At the above mines an average between 170 and 200 men are employed. The various steamers carrying the phosphate to Buckingham are busily employed, and owing to the increasing traffic, the C.P.R. has provided extra facilities for the transshipment of ore.--

*03/01/1890 Ottawa Citizen Buckingham*

Mr. C.W. Pearson has established a stage line between Buckingham village and the basin, the railway facilities not proving adequate.

*17/01/1890 Ottawa Journal Buckingham*

Buckingham. The branch line is closed up for the rest of the winter and Pearson's stage is taking mail and passengers. It is understood Mr. Pearson intends running a stage the year round to the main line depot from here. It will be a very great convenience to the travelling public.

*24/06/1890 Ottawa Journal Buckingham Buckingham*

As an occasional passenger on the C.P.R., your correspondent would like to know why it is that the branch line train is so delayed at the Buckingham Junction after the departure of main line trains. It is a great nuisance to be detained there for half to three quarters of an hour just about the time it would take to walk up. Many people who travel growl about it.

*21/04/1891 Ottawa Free Press Buckingham*

The C.P.R. intend opening their branch road to Buckingham village next week. A new horse ferry has been put on at Cumberland to transfer live stock from the Ontario to the Quebec side, landing near the railway station.

*23/04/1891 Ottawa Journal Buckingham Buckingham*

The burning of the railway station last week, will, it is hoped result in the construction of a building more suitable to the requirements of the town. The old building was too small and had not even a waiting room. The freight accommodation also was deficient.

*24/04/1891 Ottawa Free Press Buckingham*

A fine new station, much larger than the one recently burned down, will be built by the Canadian Pacific Railway at Buckingham. Its erection will be commenced shortly.

*11/12/1891 Ottawa Journal Buckingham*

Buckingham. The C.P.R. branch to this town will be closed for traffic today, Thursday.

*03/05/1892 Ottawa Free Press Buckingham*

The Canadian Pacific Railway have started their branch line running from Buckingham basin to Buckingham village, and it proves a great convenience to shippers from the mines as well as passengers.

*22/06/1892 Ottawa Journal Buckingham*

Through the spreading of the rails at the landing the branch train failed to connect with the early morning express from Ottawa on Thursday.

*25/06/1892 Ottawa Journal Buckingham*

The average passenger rate on Canadian railroads is three cents and some people are dissatisfied. If they lived in Buckingham and paid at the rate of ten cents per mile on the branch train they would have something to growl about.

*29/06/1892 Ottawa Journal Buckingham*

If the Canadian Pacific railway would give us a station in the town instead of a one horse platform the fair sex would not growl so much over finery spoilt by rain while waiting for the cars to come along.

**24/04/1893**    *Ottawa Journal*                      **Buckingham**                      **Buckingham**

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

**03/05/1893**    *Ottawa Free Press*                      **Buckingham**

The branch trains of the Canadian Pacific railway from Buckingham Basin to the village proper commenced running this morning for the season, and will prove a great convenience.

**08/10/1894**    *Ottawa Free Press*                      **Buckingham**                      **Buckingham**

Buckingham is shortly to have a system of electric cars. The matter has been talked of for some time past and a charter has been applied for from the Quebec government.

**20/04/1897**    *Ottawa Journal*                      **Buckingham**

The C.P.R. branch line to the town is opened for the season and freight trains have commenced running on it.

**09/01/1899**    *Ottawa Free Press*                      **Buckingham**

The Buckingham branch, C.P.R.. From the station to the village, closes today for the winter.

**01/10/1908**    *Chesterville Record*                      **Buckingham**                      **Buckingham**

The Canadian Pacific Railway freight shed office here was broken into last night. The company's safe was blown open and the contents taken. The thief or thieves got only about \$12.

Persons living in the vicinity of the office heard the report of the explosion about 1 a.m. but made no investigation and the robbery was not known until the agent arrived to open the office this morning. The company have been notified and the local police are looking into the matter.

**03/09/1909**    *Ottawa Journal*                      **Buckingham**

The new automobile recently purchased in Scotland by the Buckingham Rapid Transit Company, arrived here Saturday and is now making regular trips to all trains. Mr. Willie Perason is in charge.

**18/02/1974**    *Ottawa Citizen*                      **Buckingham**

Another train trip in the offing

Train buffs and snow fanciers will have another opportunity to get their fill of both Sunday when the Bytown Railway Society sponsors another winter rail excursion.

A chartered CP Rail train will leave Ottawa Station at noon and travel to Gatineau, Masson and Buckingham, Quebec. The train will stop long enough in Buckingham to allow passengers to see the town.

The train will return to Ottawa at 5 p.m. Tickets are \$7.50 for adults and \$5 for children between the ages of five and 12, and are available at Hobbyland, 93 O'Connor Street.

**22/06/1983**    *Buckingham Post*                      **Buckingham**                      **Buckingham**

Worried about unstable soil conditions and additional noise and traffic in the downtown, R.B. Walker - a former plant manager of ERCO in Buckingham (Quebec) - has spoken out strongly against plans to link the plant with CP's Buckingham Spur by constructing a bridge over the Lievre River. Instead, Walker advocates a new line into the plant from nearby Angers on the Lachute Subdivision. Doing this would eliminate the need for a bridge since the plant is on the same side of the river as Angers and would do away with the current steep grade on the Spur up from Masson". At present, the grade limits uphill loads to between 3 and 4 cars per train, while loaded cars moved downhill must be moved in conjunction with quite a few empties in order to provide enough braking to prevent runaways. According to Walker, even Canadian Pacific once examined the feasibility of relocating the spur. However, the plan was subsequently dropped. (Branchline).