

Local Railway Items from Ottawa Papers - L'Original

Friday 09/02/1906 Ottawa Journal L'Original Ottawa

New Railway for Ottawa

Great Northern to come here this year.

W. MacKenzie of Mackenzie and Mann who is in the city today says that the Great Northern will reach Ottawa in the fall of this year. The road is now built to Hawkesbury and surveys have been made along the Ottawa River to this city. It is his intention to do considerable railway building in Ontario during the coming summer.

Monday 02/04/1906 Ottawa Journal L'Original Rideau River

Employees of the Grand Trunk Railway and surveyors of the Canadian Northern Railway came into clash Thursday on GTR property near the Rideau River and matters had a decidedly interesting look for a while. Constable Joseph H. Butler, who looks after the interests of the Grand Trunk at the Central Depot took a prominent part in the affair, and the whole thing ended up in the Canadian Northern men having to temporarily suspend their work.

It appears that a party of civil engineers of the Canadian Northern were on the Grand Trunk's right of way surveying, it is said, for a proposed line for the Canadian Northern from Hawkesbury to Ottawa. They were noticed by a gang of section men employed by the Grand Trunk, and not being recognized as being employees of the Grand Trunk they were questioned as to their right to be on the property.

No authority to be on the GTR. Continued to work. Constable Butler went to the scene but verbal efforts on his part seemed to be of no avail so he quietly walked over to the Canadian Northern's outfit, tipped up one of the legs of the sighting machines and that put the sights askew, making further work somewhat difficult.

CNoR allowed to survey the next day.

Friday 11/05/1906 Ottawa Journal L'Original

Canadian Northern want to enter on street level - propose to cross nine streets. More.

Saturday 12/05/1906 Ottawa Journal L'Original

How CNoR plans to enter Ottawa. Plan - get copy.

Thursday 19/07/1906 Chesterville Record L'Original

Ground will be broken tomorrow on the construction of the Canadian Northern Railway system between Ottawa and Hawkesbury. The section to Rockland will be first undertaken and as soon as entrance to city is determined the other section will be gone on with. Mr. J.G. Schell M.P. for Glengarry, who has the contract, has divided up the work on the Hawkesbury - Rockland section, and sub-let it to six different parties, Glengarry men who are accustomed to sub-contract with him.

Wednesday 25/07/1906 Ottawa Journal L'Original

New line to Ottawa shorter than the CPR. Fast service.

Wednesday 17/10/1906 Ottawa Journal L'Original

Forty miles already built of C.N.R. line between Hawkesbury and Ottawa.

Mr. D.D. Mann, of MacKenzie and Mann, was in the city today. Seen by your correspondent, ...

"How is your work in Quebec and Ontario getting along?"

.."About forty miles of the road between Hawkesbury and Ottawa is built and once the Capital is reached we will have a through line between Ottawa and Quebec..."

Wednesday 20/05/1908 Ottawa Journal L'Original Rockland

The work on the Canadian Northern Railway is virtually at a standstill at the present time. The chief engineer was here this week looking over the line, and it is learned that within the coming week it will be definitely known whether they are going ahead with the line this summer or not.

Wednesday 27/05/1908 Ottawa Journal L'Original Rockland

The C.N. Railway Company, who were pile driving on Mill street at the creek, have finished their work there and are moving the piledriver up Beckett's Creek, where some trestle work is being done. No definite word has yet been received as to whether the company will actively resume operations during the summer season.

Wednesday 29/07/1908 Ottawa Citizen L'Original Greens Creek

Work has been begun again on the construction of the Canadian Northern railway. Thomas and Petrie are at work with a gang of men in the stone cuts below Greens Creek which is about six miles from the city. They expect to have the stone work done up as far as Greens Creek this week and will then begin back at St. Joseph's village levelling the way through the rocks there.

Thursday 17/09/1908 Ottawa Citizen L'Original

CNR entrance into Ottawa, would like to build across the Stewart property. --

Expect to have trains running here this fall -- the line is graded and track laying well advanced -- cannot afford to pay running rights from Hurdman's bridge.--

Friday 18/09/1908 Ottawa Citizen L'Original

The contractors who have the job of grading the Canadian Northern between Hawkesbury and Ottawa have received orders from the company to have their work completed by Oct. 15th. For some time past the company have been laying rails at the rate of a mile a day and this week is now about 40 miles from the city. The station at St. Joseph has been completed and Mr. A. Routcliffe, who has the contracts for building the stations, is making preparations for the rapid construction of the remaining buildings. S. Grant & Co. are working at the grading between Green's Creek and Ottawa. The trestle across Green's Creek is completed and the other trestle work is under way.

Wednesday 21/10/1908 Ottawa Citizen L'Original Greens Creek

The cement work for the big trestle across Green's creek in connection with the Canadian Northern railway will be ready for the iron work in two weeks. This trestle will be about 300 feet long.

Thursday 12/11/1908 Ottawa Citizen L'Original

The work of making the rock cuts on the Canadian Northern railway between St. Joseph and Ottawa has been completed. The grading has been completed to this side of Greene's (sic) creek, all ready to lay the rails. The company will not go any farther until some arrangement is made with regard to the entrance into Ottawa.

Thursday 14/01/1909 Ottawa Journal L'Original Rockland

All work on the Canadian Northern Ontario railway has ceased and it is understood that most of the employees will leave this week. This will mean a great loss to the activity of Rockland.

Tuesday 27/04/1909 Ottawa Journal L'Original Rockland

Rockland. A party of engineers from here went to Janeville on Saturday to survey the road of the C.N.O. Railway into Ottawa.

Friday 01/06/1909 Ottawa Journal L'Original

City council approves C.N.O.R. plans for entering the city.--

Saturday 17/07/1909 Ottawa Journal L'Original

Map showing entrance route of Canadian Northern.

Saturday 21/08/1909 Ottawa Journal L'Original Rockland

The C.N.O. are at present surveying for a spur in the A.C. Edwards & Co. yards.

Thursday 26/08/1909 Ottawa Journal L'Original Cyrville

Great activity exists in the vicinity of Cyrville, where the Canadian Northern Railway line is planned, and the work of laying the roadbed is being pushed with all possible speed.

Mr. Bernard Slattery, who owns a farm in the vicinity, has sold twenty-three acres of gravel land to the company at a fancy figure and the output will be used on the road.

The incoming of the railway has caused quite a property boom in Cyrville, where it is likely a station will be erected, and the farmers are jubilant over the fact that they will have easy access to and from the city.

Thursday 26/08/1909 Ottawa Journal L'Original Rockland

Rockland. The Canadian Northern station is about completed and trains are now running daily between here and Hawkesbury. It is said that the road will be ready to carry passengers to the Central Canada Exhibition to be held in Ottawa next month.

Thursday 02/09/1909 Ottawa Journal L'Original Rockland

The office of the C.N.O. has been removed to Ottawa. Mr. J.L. Mallory, the last of the staff leaves for the capital this week.

Tuesday 14/09/1909 Ottawa Journal L'Original Hurdman

The Canadian Northern Railway Company is pushing the work of construction of its entrance to city and work was started today on the bridge which will span the Rideau River about three hundred yards below Hurdman's Bridge. Nine concrete piers will be erected by Angus Sinclair who is building the Hawkesbury - Ottawa section of the line.

The steel superstructure will be constructed as soon as the concrete piers are in shape and it is expected that the line will be running into the Central Depot by the end of November. There are about 150 men now at work in the vicinity of Hurdman's Bridge. There are two construction trains and a steam shovel in operation. The headquarters of the work have been removed from Rockland to Hurdman's Bridge. J.R. MacKenzie is divisional engineer and J.M. Campbell, resident engineer.

The freight sheds and shops will probably be erected on the Stewart property which abuts on the site of the new bridge.

Monday 27/09/1909 Ottawa Journal L'Original Hurdman

The diamond crossing of the Canadian Northern Railway to cross the Canadian Pacific tracks near Hurdman's was completed Saturday, after several days of delicate operation. The diamond was tested today by the C.P. and found satisfactory. The crossing was procured at Niagara Falls.

The work is rapidly being pushed to completion on the country side of the river and the track is now laid to within two hundred yards of the C.P.R. tracks, the old St. Lawrence and Ottawa road. The grade on this side of the tracks has been reduced and the grade where it crossed the Cyrville road has now been raised to a height of eight feet. This will be further elevated to a height of eleven feet.

On the Ottawa side the engineers have already commenced the building of the cement piers which will carry the steel bridge which will afford ingress to the Canadian Northern to the city.. One pier is practically completed at the shore line and two others are in course of construction. To admit of carrying material a temporary wooden bridge has been built as far as the centre of the stream. In all, ten piers will be built, two on the shore to provide for the approaches. It is expected that the laying of steel will be commenced in about three weeks time.

The surveyors stakes show that the railroad tracks will be produced from the bridge to the connection with the C.P.R. right of way about a quarter of a mile south east of the end of Nicholas street. It is understood that the company is to secure running rights from the C.P.R. so that entrance can be made to the Central Depot until such time as the esplanade scheme for all roads is definitely decided upon. There is now an application from the C.N.R. to the Railway Commission to cross Hurdman's road so as to gain access to the C.P.R. tracks.

The C.N.R. is losing no time in an attempt to have the road bed and tracks complete by this fall.

Thursday 07/10/1909 Ottawa Journal L'Original

Council having second thoughts on crossing Hurdman road. Article.

Saturday 13/11/1909 Ottawa Journal L'Original Ottawa

City Engineer Kerr made a survey yesterday of the C.N.R. tracks at the corner of Gladstone avenue and Nelson streets near Hurdman's road, and found that the railway was encroaching upon the street property. One rail extended four feet and another fifteen feet out into the roadway, together with several ties.

Mr. Kerr has written to the C.N.R. and notified them to remove their tracks at once off the roadway.

Monday 15/11/1909 Ottawa Journal L'Original Hurdman

In view of the fact that the Railway Commission has refused the C.N.R. even a temporary level crossing over Hurdman's Road as a means of entrance to Central Station, it is probable that a temporary station will be erected in the vicinity of the intersection of Gladstone avenue and Nelson street. The railway line is now connected and ready for traffic from Quebec to Ottawa, and stations have been built all along the line even at Cyrville, just outside Ottawa. The C.N.R. officials in Ottawa who engaged upon the work at Hurdman's Bridge express ignorance of any such a move; but others who are known to be well in touch with the work claim that a temporary station near the Hurdman's Road will be erected soon.

Tuesday 16/11/1909 Ottawa Journal L'Original Hurdman

That work will be begun in the course of a few days upon the construction of a temporary passenger station near the intersection of Gladstone avenue and Nelson street, was the statement made to the Journal today by the C.N.R. officials engaged upon the work now in progress at Hurdman's Bridge.

"Have any regular trains been run over the line as yet?" was asked.

"Nothing so far except the construction trains," the official replied.

Continuing, he intimated that it would be some time yet before regular trains would be run but the temporary station would be erected immediately.

Wednesday 17/11/1909 Ottawa Journal L'Original Hurdman

As announced in the Journal yesterday the Canadian Northern Railway will proceed at once with the erection of a temporary station near Hurdman's road and Gladstone avenue. His morning a permit was applied for and granted at the city hall for the erection of a temporary station, office and freight shed, to cost about \$5,000.

The building to be utilized as an office and station will be 20x40 feet and the freight shed 30x80 feet. Both will be ironclad structures. The work of construction will be begun immediately as regular trains will be run over the line from Quebec to Ottawa in a few days.

Monday 22/11/1909 Ottawa Journal L'Original

The Canadian Northern Railway has asked the Railway Commission for inspection of its new line from Ottawa to Rockland that it may be opened for traffic. This means that Ottawa will have a new connection with Quebec later this month as the Canadian Northern line is open and running from Rockland to Quebec.

Friday 26/11/1909 Ottawa Journal L'Original Hurdman

Already the roof of the temporary station which the Canadian Northern Railway is erecting near the end of Gladstone avenue is being added and it is expected that by December 5th the station will be in condition for use. A large gang of men is at work on it.

This will complete the new line from Quebec to Ottawa for the present, for the tracks are already laid and with the exception of a little grading, which is being rapidly completed, the tracks are ready for use as far as the station. One of the construction engineers stated yesterday that were the station complete the trains would already be running.

The station, although a temporary one, will be a better class than the majority of citizens believe. It is a wooden structure of fair size and of plain design. Across the track the freight office and shed is being constructed and when the whole is complete it will be very convenient. It is about a hundred feet from Gladstone avenue.

There is quite a large gang of men at work on the completion of the track, but for all practical purposes it is ready for use.

It is expected by men connected with the railway that through trains will be running from Quebec to Ottawa within a week after December 5th.

Monday 29/11/1909 Ottawa Journal L'Original

--A temporary terminus in Ottawa near the Ottawa and New York station will be utilized until the decision of the Railway Commission is given in regard to the use of the Central station, although the road thereto has been practically completed.--

Monday 06/12/1909 Ottawa Journal L'Original Hurdman

The first train direct from Quebec City to Ottawa reached the Capital yesterday morning at about 11:30 o'clock and marked the entrance of the Canadian Northern Railway into this city.

The initial trip was successful in every way. Upwards of 400 passengers from Quebec, St. Jerome, Joliette, Lachute, Montreal and Rockland reached the new railway station at the corner of Hurdman's road and Gladstone avenue. They found there between 300 and 500 people to meet them.

The train consisted of six coaches drawn by engine no. 180. And of the coaches one was the convertible buffet sleeper "Balmoral" and another the convertible parlor car "Medley". As the train approached the bend in the track near the station it was assisted by a second engine; but with the exception of this the entire trip was made with the one engine drawing the six coaches, which were all crowded.

Second occasion.

Among the passengers was Mr. S.J. Rolland, ex-mayor of St. Jerome. It is interesting to recall that he was on the train that made the first trip from St. Jerome to St. Sophie, twenty-one years ago, and which line has since become part of the Canadian Northern system.

The train crew consisted of: conductor, Mr. G.B. Hibbard, Montreal; brakeman Mr. Lawrence McAllister, Montreal; baggageman, W. Lewis; engineer, Mr. James Later, Joliette; fireman, Mr. Joseph Roy, Montreal.

The train left Quebec at 11:15 o'clock Saturday night. Under the new timetable, which goes into effect at once, the train will leave there at 11 o'clock each night. The officials claim this route from Quebec to Ottawa is shorter than any other and that as a result the travelling public can now go from the Capital to Quebec quicker than ever before.

Ottawans who are now going to Europe will now be able to leave here by the C.N.R. at night and reach Quebec in time to go on the ocean liner the next morning. Officials Abroad (sic)

Many officials were on the train -- full details--

The station quarters now used are only temporary. It is intended as soon as the necessary permission of the Railway Commission is forthcoming, to make arrangements so that the C.N.R. trains can come into the Union station. Until then an arrangement has been made for taking passengers to and from the temporary station. Motor buses will leave No. 30 Sparks street, the city office of the C.N.R. half an hour before all trains leave, and will also meet the trains. Were entertained.

There were several Quebec newspapermen on the train and with others were entertained in the parlour car of the train by the C.N.R. officials.

On the arrival here the officials had luncheon at the Russell House. They were welcomed by Mr. Guy Tombs, general passenger agent, Montreal and Mr. S.J. Montgomery, general freight and passenger agent, Ottawa, and by Mr. F. Williams on behalf of local newspaper men. After that they had an automobile ride and visited many of the points of interest in the city.

In charge here.

Mr. Montgomery is in charge here, while Mr. John Leyden will attend to business at the Gladstone avenue station.

A "Y" has been built on the Cyrville road near the station, which will enable the engine to be turned around so as to allow of making the return trip. Freight sheds are well under way and will soon be completed.

The intention is to have a train leave Ottawa every day, including Sunday, at 8.30 o'clock and one will arrive each morning at 9.15.

Besides this there will be a daily service (Sundays excepted) from here to Joliette. This train will leave each morning at 8 o'clock and get back to the Capital at 6.10 p.m.

The cars supplied are most comfortable, are well heated, and there is every accommodation for the travelling public.

Advantage to Rockland

The present service does not connect directly with Montreal, and any Montrealers who were on the train reaching here yesterday connected by way of the Joliette branch out of Montreal. The C.N.R., however, intends later on to have a Montreal branch and a direct service from here to there. Work on this line is to be started in the spring.

The new line will be a decided advantage to residents of Rockland and other places quite near to the city. Heretofore, they have been able to come to the city on week days but not on Sundays. By catching the Quebec-Ottawa train each morning they can now spend the Sunday in the Capital, returning the same night.

Friday 04/02/1910 Ottawa Journal L'Original

Night train is cancelled.

Mr. Wm. MacKenzie of the Canadian Northern arrived in the city yesterday with Mr. D.D. Mann. Discussing the C.N.R. entrance to the Capital, he stated that something must be done at once. The present terminus at this end of the line was merely a make-shift, he stated, and owing to its out of the way situation is a great drawback to traffic. Mr. MacKenzie declared that the Railway Commission, in refusing the road admission to the city beyond Hurdman's Bridge had placed the Canadian Northern in a most embarrassing position.

"Something must be done very soon," declared Mr. MacKenzie, "for the present Ottawa terminal is of little value. It was, of course, an experiment and we have found that a change must be made."

Asked regarding a report that the Canadian Northern had given up the night service between Ottawa and Quebec because of the location of the Ottawa and Montreal depots, Mr. MacKenzie stated that this was quite true. The new extensions of the line enabled a night passenger service to be arranged to the convenience of the travelling public generally and especially the citizens of Quebec and Ottawa. From the first the trains had been run under a disadvantage. As in Ottawa, the Montreal depot is in an isolated locality.

The handicaps were too great and the experiment thus proved a failure.

"With a new road," stated Mr. MacKenzie this morning, "these obstacles are hard to get over; it would not be so difficult with an old established corporation in more affluent circumstances." Then he smiled.

Friday 04/02/1910 Ottawa Journal L'Original

May not use new station.

That the Canadian Northern Railway does not contemplate bringing their trains into the Central station until the latter is completed and perhaps not then, was the intimation given by Mr. D.D. Mann when in the city yesterday. Just at present and until the C.N.R. transcontinental line is completed it is not considered the C.N.R. would be warranted in paying the heavy charges demanded by the other railways to enter the Central Depot. The present traffic is slight and not much is expected of the line to Ottawa until connection is made with the West.

In fact it was vaguely intimated that the C.N.R. might not attempt at any time to enter Central depot, but may likely build a suitable depot of their own.

Mr. Mann stated that it was not proposed to use the high plateau of land south of Gladstone avenue for railway purposes. It will be kept for residential purposes.

Mr. Mann left for Toronto in his special car last night travelling over the C.P.R. line.

Saturday 12/02/1910 Ottawa Journal L'Original Hurdman

Mr. D.D. Mann is not worrying a great deal over the obstacle that has been placed in the way of the C.N.R. through the refusal of the Railway Commission to allow the road to come any further into the city than Hurdman's Bridge. There are other cities in the Dominion that are occupying the attention of himself and his partner, Mr. Mackenzie, and he declares that it has always been his policy when a snag is struck in place to concentrate forces in the other channels where there is easy sailing. More.

Monday 14/03/1910 Ottawa Journal L'Original Hurdman

The Evening Journal was informed this morning by an official of the C.N.R. that within two weeks, undoubtedly, the difficulties encountered by the road in securing an entrance to the city beyond Hurdman's Bridge would be adjusted. He declares that the C.N.R. has agreed to build an overhead bridge over the C.P.R. and Grand Trunk tracks to Ottawa East in order that the course of Hurdman's Road may be diverted. Thus the new road will have an open path to the Central Station without encountering any level crossings.

Tuesday 29/03/1910 Ottawa Journal L'Original

The Canadian Northern Railway suburban service will likely go into operation on or before the first of May. A daily train will run between the city and Hawkesbury, taking in Besserer's Grove and other stations on the route. Arrangements are being made today in Montreal for the service and a schedule is soon to be drawn up.

Monday 25/04/1910 Ottawa Journal L'Original

Canadian Northern is after varsity oval.

Railway is anxious to secure it for station site.

Present site is unsuitable and the C.N.R. desires to be independent of other lines in this respect. More.

Thursday 03/11/1910 Ottawa Journal L'Original

The Commission was informed by Mr. F.H. Phippen Q.C. on behalf of the Canadian Northern Railroad that their application to connect its lines with the New York and Ottawa Railroad was not so much for power to cross Hurdman's road as it was to allow connection with the New York and Ottawa Railway to be brought about so that the two companies could effect an interchange of traffic.

--Temporary measure, shunting track to be used for freight only. More.

Saturday 03/06/1911 Ottawa Journal L'Original

Scheme for New Depot.

The question of the entrance of the Canadian Northern Ry. into the City of Ottawa and the depot facilities here is one of the chief railway problems which affect the capital.

Inquiring of railway officials and the Railway Commission, the Journal is informed that the C.N.R. has a choice of three entrances, each of them easy of arrangement. Two of them involve entrance from Ottawa East to either the present depot or that which the C.P.R. has in view when the dream of a tunnel is realized.

The third prospective entrance is the present Union Depot where it is understood the C.N.R. can acquire all the accommodation necessary.

It is the opinion amongst railway men that the C.N.R. will not attempt anything in the nature of a separate depot, but that at or near the Central Depot the station of the new Ottawa railway will be located.

Tuesday 07/05/1912 Ottawa Journal L'Original

Canadian Northern planning to run electric trains between Montreal and Ottawa.

Further report on May 10 - nothing worked out yet.

Wednesday 07/08/1912 Ottawa Journal L'Original Hawkesbury

The Canadian Northern Railway is pushing ahead with the work of building an arch across Main Street to bear the track. The retaining wall abutments and piers are finished. The tracks are being raised about six feet above where they originally were in order to do away with any grade from the bridge to the station. Next week the arch spanning the street will be begun. It is to be sixty feet wide and will be a great improvement over the old wooden affair now doing duty.

Thursday 12/09/1912 Ottawa Journal L'Original Laframboise

Laframboise station hit by lightning.

Monday 24/02/1913 Ottawa Journal L'Original Hurdman

James Hunter seriously injured as a result of a fall from a freight train at Hurdman's Bridge--
The boy, along with several other lads, had been drawing grips to the C.N.R. station. He boarded the train, intending to get off at the "Y" but in attempting to alight, he fell. He was tossed into the ditch by the engine. Signalman Farrell, picked the boy up in an unconscious condition --

Tuesday 24/02/1914 Ottawa Journal L'Original Ottawa

"In all probability the Canadian Northern Railway will run its passenger trains into the Grand Trunk Central station," said Sir William MacKenzie this morning. Sir William, when asked what station the Canadian Northern would use, stated that arrangements were being made to have the C.N.R. passenger trains use the Central station, along with the Grand Trunk and Canadian Pacific Railways. It is therefore unlikely that Ottawa will have another railway station or that the entrance of the Canadian Northern into the city will result in any more extensive building operations other than the erection of the new shops at Rideau Junction. The express passenger service, over the new line between Ottawa and Toronto, will, if all goes well, be inaugurated by about the first of July, but it is planned to start a local service, which will enable people living in the towns and villages along the line to reach the cities, about the first of May. The express service will consist of two trains a day from Ottawa to Toronto, one of them leaving about noon and the other at midnight. It is stated that the trip will be made over the new line in about an hour less time than it is possible to do at present.

More.

Monday 26/02/1914 Ottawa Journal L'Original Ottawa

Mr. D.B. Hanna, third vice-president of the Canadian Northern, was asked this morning where and when the new C.N.R. station at Ottawa was going to be. "Why, we have a station in Ottawa now," he replied.

"But how about a new big station. Has not a site been selected?" Mr. Hanna answered that there was nothing to say at present regarding the company's plans in Ottawa, nor would there be for the next couple of weeks.

Thursday 07/07/1914 Ottawa Journal L'Original Ottawa

After hearing the pros and cons the Board of Railway Commissioners granted the application of the CNOR for authority to cross the highway at Junction Gore in the Township of Gloucester, the tracks to connect with those of the G.T.P.

Saturday 18/07/1914 Ottawa Journal L'Original Ottawa

The C.N.R. passenger service between that city and Ottawa, which was to have opened today, has been postponed. Mr. Montgomery, the local agent of the company, stated this morning that he had received word from Toronto that the inauguration of the service would not take place for a few days. No intimation has yet been received as to which station the trains will run into.

The C.N.R. official who was in town during the past week thought that the company's station on Henderson Avenue would be used. Other reports are to the effect that the company is negotiating for running rights on either the G.T.R. or the C.P.R. into Central station.

Tuesday 25/08/1914 Ottawa Journal L'Original Ottawa

About forty passengers were carried in the two standard sleeping cars and the first class day coach attached to the first train to open the through service from Ottawa to Quebec and Valcartier over the new Canadian Northern line which left Ottawa at 7.15 p.m. yesterday.

Messrs. D.B. Hanna, vice president of the C.N.R., A.J. Hills, general supt., F.N. Wiggins, supt., and S.J. Montgomery, city passenger agent, were on hand to see the train off, beyond which there were no formalities.

The train for Quebec will leave the Central Station every evening at 7.15, three quarters of an hour after the arrival of the C.N.R. train from Toronto which leaves there at 9.20 a.m. And arrives at Quebec at 8.20 the following morning. The train from Quebec arrives here at 10 a.m. daily leaving Quebec the previous evening.

The inauguration of the Ottawa-Quebec service means also the opening of through service between Toronto, Quebec and Valcartier, via Ottawa. Stops will be made at all way stations on the new line between here and Joliette, Que. --

Tuesday 01/11/1927 Ottawa Journal L'Original

Oil electric train running to Ottawa

New type of engine put in service by Canadian National

Replacing a train drawn by a steam locomotive, an oil electric unit was placed in service today by Canadian National Railways on the run between Montreal and Ottawa through the tunnel and via St. Eustache sur le Lac and Hawkesbury, a distance of 117 miles.

The unit is 15828, the newest design in the application of the Diesel type engine using crude oil and generating electricity for motive power. The type has been developed by engineers of the Canadian National Railways the car itself being built in the company's shops in Montreal. The single unit placed in service today will draw a trailer.

The oil electric unit now becomes trains Nos. 635 and 636, the former leaves the tunnel terminal, Montreal at 10 a.m. daily except Sunday arriving at Ottawa at 1.55 p.m. Train No. 636 leaves Ottawa daily at 4.45 p.m. daily except Sunday arriving at the tunnel terminal, Montreal at 8.45 p.m. In both directions these trains serve all local traffic, stopping at all stations.

A unit of this type was recently exhibited at the Fair of the Iron Horse near Baltimore, and created such interest amongst railwaymen that it was sent on tour over various important lines before returning to Canada.

Monday 23/11/1931 Ottawa Citizen L'Original Rockland

Rockland. Close call at crossing.

Three passengers of an automobile escaped death or serious injury by inches near here about 10 o'clock Saturday night when their car was grazed by the Ottawa-Montreal C.N.R. train. According to witnesses, the train just touched the rear mudguard of the car and caused it to go from one side of the road to the other before the driver could regain control. The names of the passengers in the car were not secured.

Friday 01/02/1935 Ottawa Citizen L'Original Rockland

Opposing application to abandon service

Want Ottawa-Hawkesbury C.N.R. line to remain

Rockland Jan.31. Protest was inaugurated by the Rockland Board of Trade against the application of the C.N.R. for permission to discontinue operation of the line between Ottawa and Hawkesbury including a branch between Rockland and Clarence Creek. A meeting of representatives of municipalities along the line has been called by the trade board for Sunday afternoon next at 2 o'clock at the L'Original courthouse to organize a joint action in opposing the railways application when it comes before the Board of Railway Commissioners.

Thursday 20/02/1936 Ottawa Citizen L'Original

Set March 27 to hear Application of C.N.R.

Would Abandon Certain Lines East of Capital.

The Board of Railway Commissioners has set for Tuesday, march 17, its hearing of the application of the Canadian National Railways for leave to abandon a portion of its L'Original Subdivision between hawkesbury and Hurdman, and between Rockland and Clarence Creek, a distance of 61.2miles.

Owing to the illness of E.R.E. Chevrier, K.C., M.P., counsel for the Rockland Board of Trade and the municipalities opposing the request, and to the absence of Hon. Hugh Guthrie, chairman of the Board, who sat in similar cases in Western Canada, the hearing had to be postponed until march 17.

I.C. Rand, K.C., Montreal, will act for the C.N. Railways and the firm of Chevrier and lacourciere for the Boards of Trade and municipalities fighting the application.

Tuesday 23/06/1936 Ottawa Citizen L'Original

Must not abandon C.N.R. Hawkesbury to Hurdman Line.

The application of the Canadian National Railways to the Board of Railway Commissioners for leave to abandon a portion of its line between hawkesbury and Hurdman, a distance of 56.6 miles, was dismissed by the commission. The commission however, granted the company leave to abandon the portion between Rockland and Clarence Creek, a distance of 4.6miles. Both applications had been joined in the case presented to the commission.

In the judgment which was written by Commissioner G.A. Stone and concurred in by the other members of the board, the opinion was that the business offering between Rockland and Clarence creek does not warrant the large expenditure which would be required to rehabilitate that mileage.

Regarding the Hawkesbury-Hurdman motion of the application, however, the judgment stated that considering the financial improvement in operation during the past three yearson that portion of the line, together with other features, the application was dismissed, without prejudice to any future application the Canadian National Railways may desire to make after the expiration of at least one year from the date of the order.

Saturday 29/08/1936 Ottawa Citizen L'Original Orleans

Orleans family had a narrow escape at crossing.

Freight train smashed into stalled truck.

When the truck in which they were passengers stalled near Orleans on Friday, Mr. and Mrs. Rene Brisbois of Orleans and their three children were forced to abandon the vehicle as a Montreal-bound freight train smashed into it. The occupants barely had enough time to escape before the train struck the truck, carrying it 600 feet along the right of way.

Although he saw the train approaching, Mr. Brisbois thought he had ample time to cross. When the truck stalled he shouted to his wife and catching up the children they leaped to safety.

Tuesday 20/09/1938 Ottawa Citizen L'Original Hawkesbury

C.N.R. conductor dies in Station

Hawkesbury. Joseph Dicaire, 61-year-old veteran Canadian National Railways conductor, died suddenly this morning in the company's local station as he was preparing to leave at 6.15 a.m., on a scheduled run to Montreal where he resides.

Mr. Dicaire had 40 years of service with the company and was a popular figure among his passengers as well as his friends. Coming to the station early this morning Mr. Dicaire (sic) had turned in his receipts of the previous day, and turning to go out to his train, he dropped to the floor. Dr.L.P. Beaudoin was called and upon arrival found the man dead. Coroner Dr. H.H. Kirby was notified and after hearing circumstances decided an inquest was unnecessary.

Born in Coteau, Que., the late Mr. Dicaire had been 40 years with the C.N.R., and for a number of years past he had made himself a popular figure on the Hawkesbury - Montreal line.

Surviving besides his widow are several children in Montreal. The funeral service is to be held on Thursday in Montreal.

Tuesday 17/11/1959 Ottawa Citizen L'Original Ottawa Mann Avenue

They are trying to get rid of a railway that shouldn't have been built anyway. Word comes from Hawkesbury that the CNR is trying to abandon the Hawkesbury-Montreal branch.

I was among those who went down to Hurdman's Road in November, 1909, to meet the first Canadian Northern Railway from Quebec. It came via Joliette and was two hours late when it arrived at the corner of Mann Avenue and Hurdman Road. The long abandoned station can still be seen from the bus on Hurdman, where it is now the office of a roofing firm.

So finally, behind double-header 242 and 180, the new Canadian Northern train crept in for its Ottawa debut. I feel a bit old when I recall that 50 years have passed since that time.

Really, Ottawa did not need that railway at all. Already, there were three good railways between Montreal and Ottawa. The CPR North Shore via Papineauville and Hull, the Grand Trunk via Glen Robertson, and the CPR short line via Vankleek Hill, rendered the Hawkesbury-Rockland sector as superfluous.

L'Original, the county town of Prescott and Russell, and an old center, did not however, have a railway till the Canadian Northern got there. Nor did Rockland nor Hawkesbury know the sight of a parlor car or diner, till the Canadian Northern put on their de luxe daily.

Alas, the Hawkesbury-Ottawa section did not pay, and it was reduced to a gasoline-electric car as early as 1930. The depression gave it the coup de grace.

An amusing feature, reminiscent of Potemkin and how he fooled his girl friend, Queen Catherine. You will remember that Potemkin foiled Her Majesty in her tour across Russia by sending carpenters and actors ahead of her, who built fake villages. Then, of course, after the queen had passed and had gone to sleep further on, the actors and carpenters dismantled these Potemkin villages, sneaked past during the night, and had another village up ahead ready by morning.

Anyway, when the Board of Transport Commissioners had just about decided to close the Hawkesbury - Ottawa division, they went through it, viewing the stations from the observation platform of their private car.

But the CNR station agents, sensing that they would lose their jobs or at least get "bumped", made a deal with the local farmers and merchants. The CNR agents persuaded at least one man in each town to order a car. Then, on the afternoon the grapevine said was the day the Commissioner's special was riding the line, the boys got busy.

You never saw so many bales of hay, bags of potatoes coming on and off the box cars. It was all play acting, of course, and the cars were sent away empty the next morning.

The trick, however, worked, and the Board of Transport Commissioners appeared bamboozled. But not for long. The line was officially abandoned next year, and next time I was motoring on Highway 17 around Plantagenet somewhere around 1939 steel workers were demolishing the bridge across the Nation River. Now 20 years later, the rest of the line is to go. Thus ends a railway line, whose troubled beginnings I watched, 50 long years ago.

Monday 03/04/1961 Ottawa Citizen L'Original

Part of old Ottawa is disappearing these days, as the ugly old coal sheds along Hurdman Road are coming down. Some of them went up more than half a century ago, as the original Canadian Northern Railway brought in its first passenger train from Quebec right alongside those tracks in 1909. In due course the Canadian National took over the line, passenger service was moved to the Union Station but the coal sheds multiplied and prospered. Now, with the gradual fading of the coal trade, these sheds are deemed to be surplus. At the same time they spoil the view from the Queensway. So, farewell to King Coal.

2 injured as train derails

Ice is believed to have caused the derailment of three CNR freight cars today in which two yardmen were taken to hospital.

The derailment happened at the Hurdmans Bridge on an industrial line which runs into coal companies and other businesses on Nicholas Street.

Most seriously injured was Aurele Gauthier, 37, of 527 Mutual St. General Hospital officials said he may be suffering from a broken collar bone.

William Munroe, 31, another crew member, of 112 Rideout Cresc., was discharged from hospital after examination.

CNR officials described the train's operations as "a yard movement" of a diesel engine and three box cars.

The derailment did not interfere with main line traffic in any way, an official said.

An investigation to confirm the iced track as the cause if the accident is underway.