

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

The people of Pembroke are anxious to have a branch line of the Ottawa, Arnprior and Parry Sound Railway run into their town. The council have passed a resolution expressing their willingness to assist the promoters of the new road in every way that is possible in the construction of the desired branch. The general feeling is that it would be a great boon to Pembroke, and if it is carried through there is little doubt but that Douglas will be the junction of the main line and the branch. From this point to Pembroke, the distance is only about 18 or 20 miles.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

Pembroke Southern formed. More.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

A meeting of the directors of the recently reorganized Pembroke Southern Railway Company was held in the office of J.G. Forgie, Barrister, on Monday at 10 o'clock, a.m. There was a full attendance. The first business taken up was the election of officers, and resulted in Messrs. W.B. McAllister being elected President, Thomas Hale, Vice President, Alex Millar, Treasurer, and J.G. Forgie, Secretary. It was resolved to open books for the subscription of stock, and close upon ten thousand dollars was taken up by those present. The Company are determined to push the enterprise with all vigor. - Pembroke Observer.

Newspaper

Renfrew Mercury

Date

04/05/1894

Occurrence date

Subdivision

Locksley

Location

Notes

The people of the lower portion of Pontiac county are very anxious to get communication with Renfrew and its competing lines: and we understand that an effort is being made to secure a meeting of those interested in the Pontiac and Pembroke Southern roads, in order to see if the amalgamated forces could succeed in getting from the Government a bonus a bonus to aid in building the lines, which would probably unite a few miles from Renfrew. It is likely that representatives of the O.A. & P.S. and K. & P. railways - which are naturally interested in getting feeder lines - will be invited to a conference to be held at an early date in Renfrew.

Newspaper

Ottawa Journal

Date

01/11/1895

Occurrence date

Subdivision

Locksley

Location

Notes

It looks as if the Pembroke Southern Railway is to be built. The directors have sent out a party, consisting of Messrs. J.A. Thibodaux, F.E. Fortin and Thos. Mackle, of Pembroke, to locate this line through the township of Wilberforce, adjoining Pembroke.

Newspaper

Renfrew Mercury

Date

08/11/1895

Occurrence date

Subdivision

Locksley

Location

Notes

--Another year of two and the branch to Golden Lake connecting Pembroke with the Parry Sound Railway will also have been completed.--Pembroke Observer.

Newspaper

Renfrew Mercury

Date

15/11/1895

Occurrence date

Subdivision

Locksley

Location

Notes

From the Pembroke Observer. The feeling with regard to the Pembroke Southern Railway is daily becoming firmer. This is not to be wondered at for should all else fail we have capital enough in the town to build the branch ourselves.

Newspaper

Renfrew Mercury

Date

10/01/1896

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

From the Pembroke Observer.
At the last meeting of the Bromley Township Council a resolution was passed that the representatives of both North and South Renfrew in the local legislature should oppose the proposed amendment to the charter of the Pembroke Southern Railway Co., empowering them to build from Pembroke to Golden Lake, there to connect with the O.A. & P.S. R., so as to secure a direct line to Toronto as, in the opinion of the Council, the chief trade of the Ottawa Valley is with Montreal.

Newspaper

Renfrew Mercury

Date

03/04/1896

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

From the Pembroke Observer.

A correspondent points out that it is really to get increased communication with the East and not simply to get communication with the West, that the people of Pembroke are seeking connection at Golden Lake with the Parry Sound Railway.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

The construction of the Pembroke Southern Railway is again being strongly agitated by the citizens of the above named progressive town.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

Several carloads of supplies for the construction of the Pembroke Southern Railway arrived at Golden Lake on Friday last. Mr. R.S. Poulin, of the firm of Russell, Poulin & Co., contractors, has been at Golden Lake for several days engaging teams to haul their supplies to Black Creek, where a large camp is under construction.

Newspaper

Renfrew Mercury

Date

11/03/1897

Occurrence date

Subdivision

Locksley

Location

Golden Lake

Notes

The contractors for the construction of the Pembroke Southern are busily engaged in getting supplies on the ground at Golden Lake.

Newspaper

The Equity, Shawville

Date

31/03/1897

Occurrence date

Subdivision

Locksley

Location

Notes

The work of cutting out the rights of way on the Pembroke Southern Ry., is now under way. Three gangs of men are working at the rock cut at Black Creek, and one gang has commenced setting out the right of way at Mr. John Roesler's. Grading will probably commence in about three weeks.

Newspaper

Renfrew Mercury

Date

09/07/1897

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Pembroke, by a vote of 330 to 102, decided to grant a bonus of \$20,000 to the Pembroke Southern Railway. There was a majority in every ward.

Newspaper

Ottawa Citizen

Date

30/07/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Preliminary steps towards the construction of the Pembroke Southern railway from Pembroke to Golden Lake on the O.A. & P.S. railway, will be taken today, when a party of engineers will leave the city to travel over the proposed route. In the party will be Mr. G.A. Mountain, chief engineer of the O.A. & P.S. railway and Mr. Thomas Hale of Pembroke. At Pembroke they will be joined by Mr. W. Russell and a couple of other gentlemen of that town.

Following the preliminary inspection of the route, surveyors will be sent out to locate the line, and the work of construction will be commenced immediately afterwards, probably in the course of a month.

The distance of the proposed line is twenty miles. It will run through a rich farming country which is pretty thickly settled. A large portion of the inhabitants are Germans.

When constructed, the O.A. & P.S. Railway Company will take over the management of the road. The run from Ottawa to Pembroke via the O.A. & P.S. will then be about the same as the C.P.R.

Newspaper

Ottawa Journal

Date

30/07/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Mr. Geo. A. Mountain, Chief Engineer of the O.A. & P.S., Mr. Thos. Hale of Pembroke and Mr. N. Russell of Pembroke will begin a trip today over the proposed route of the Pembroke Southern Railway. After this trip of engineers the surveyors will be placed upon the route and the work of construction, it is expected, will immediately follow.

The proposed road will run twenty miles through good farming country inhabited principally by Germans. The road will be under the control of the O.A. & P.S. and it will make the distance to Pembroke via the O.A. & P.S. about the same as by the C.P.R.

Newspaper

Renfrew Mercury

Date

30/07/1897

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern

We are glad to learn that the indications of a breach amongst the directors of our local railway being healed at the meeting held last Wednesday evening. A meeting of the company is called for Tuesday, August 17th, at 3 p.m., when the election of Directors of the company will take place. We understand that \$78,000 worth of stock has already been subscribed by the promoters in amounts of not more than \$10,000 each. Pembroke Standard.

Newspaper

Ottawa Free Press

Date

04/08/1897

Occurrence date

Subdivision

Locksley

Location

Notes

The proposed line from Pembroke to Golden Lake on the Parry Sound railroad will be an easy one to construct according to Engineer Mountain. The land through which it runs is all good for farming, and a number of Germans are already settled thereon.

Newspaper

Ottawa Citizen

Date

10/08/1897

Occurrence date

Subdivision

Locksley

Location

Notes

It is reported, says the Eganville Enterprise, that the engineers of the Pembroke Southern Ry. will find it very difficult to get a passable route over the mountain at Black Creek. The men who have been prospecting a route from Killaloe to Pembroke have returned and claim to have found a perfectly practicable route, and that though the distance by it from Killaloe to Pembroke would be two miles longer than from Pembroke to Golden Lake, yet the cost of building the line would be less as they would have fewer difficulties to contend with.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

On Monday of last week the directors of the Pembroke Southern Railway Company met and elected the following as the officers of the Company:- President, Mr. Thos. Hale; Vice-President, Mr. Thos. Murray; Secretary, Mr. J.A. Thibodeau; Treasurer, Mr. C. Chapman; Solicitor, Mr. J.G. Forgie. - Standard.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

The survey of the Pembroke Southern Railway Company is almost completed and the contractors may yet be put to work this fall and a portion of the road completed. It is said negotiations are on for the purpose of inducing the Bancroft and Irondale Railway to extend their line to Golden Lake, thus giving Pembroke an almost direct connection with Toronto.

Newspaper

Renfrew Mercury

Date

10/09/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Pembroke. Mr. Russell and his staff are now within six miles of the town with their survey of the Pembroke Southern Railway, and it is expected that the survey will be completed this week. Standard.

Newspaper

Ottawa Journal

Date

16/09/1897

Occurrence date

15/09/1897

Subdivision

Locksley

Location

Notes

Yesterday the survey of the Pembroke Southern Railway from Golden Lake to Pembroke was completed. The company have not yet decided whether they will go on with the work of construction this fall or wait until next spring. They are determined, however, to complete the road within a year.

Newspaper

Ottawa Journal

Date

02/10/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Pembroke - officials of the Ottawa and Parry Sound Railway propose to build their line into Pembroke. They are at present negotiating for the purchase of the right of way. Two entrances into the town have been surveyed - one along the eastern bank of the Muskrat river and the other through the Mackay farm in the west end but it is not yet known which route will be adopted.

The Pembroke branch will be built from Golden Lake - about 30 miles from town, Mr. J.W. Smith, private secretary to General Manager Chamberlain of the O.A. & P.S. Ry. stated to a Journal reporter today that it was not the O.A. & P.S. that was procuring the right of way but that the O.A. & P.S. would likely lease the road when completed.

Newspaper

Ottawa Citizen

Date

18/10/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Tenders for the construction of the Pembroke Southern railway are being called for.

Newspaper

Renfrew Mercury

Date

22/10/1897

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Tenders are being invited for the construction of the Pembroke Southern Railway.

Newspaper

The Equity, Shawville

Date

18/11/1897

Occurrence date

Subdivision

Locksley

Location

Notes

The directors of the Pembroke Southern Railway Company met last week to open the tenders for the construction of the road from Pembroke to Golden Lake, of which there were five. All the tenders were higher than anticipated. No action was taken.

Newspaper

Renfrew Mercury

Date

19/11/1897

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

The directors of the Pembroke Southern met last Wednesday to open tenders for the construction of the road. All the tenders were higher than anticipated. A committee was appointed to report at a meeting this week.

Newspaper

Renfrew Mercury

Date

24/12/1897

Occurrence date

Subdivision

Locksley

Location

Notes

Over a week ago it was announced with a big flourish of trumpets in the Arnprior and Ottawa papers, that Mr. James Fowler, ex-United States Consul at Arnprior, had secured the contract for building the Pembroke Southern Railway. The fact was that Mr. Fowler was awarded the contract, provided that he could find sufficient security, and was given a certain time to provide it. When that time came he had not got the security, and a further extension was given him. The directors met on Monday evening but Mr. Fowler had not the security, so negotiations with him fell through. We understand that a special meeting of the shareholders will be held some time in January to consider the tender of a local firm, W.H. Russell & Co.

Newspaper

Ottawa Journal

Date

11/01/1898

Occurrence date

10/01/1898

Subdivision

Locksley

Location

Notes

Pembroke Jan 11. The shareholders of the Pembroke Southern accepted the offer of W. Russell & Co. yesterday in reference to the building of the road. To the effect that the shareholders accept their investment plus ten per cent and assign their shares to Russell to build and operate the road for 25 years.

Newspaper

Renfrew Mercury

Date

21/01/1898

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

At a special general meeting of the shareholders of the Pembroke Southern Railway, held on Monday afternoon, the action of the directors in accepting the tender of W. Russell & Co. for the construction of the road was ratified and the president and the secretary were authorized to execute the contract, by a vote of 1,435 to 285 shares, which will be seen was a very decisive vote. The contract calls for completion of the road within one year from the signing of the contract and that it is to be operated by the contractors or they are to procure the same to be operated as a line independent of the C.P.R. for a period of at least twenty years. Our young townsman, Mr. W. Russell, C.E., is to be heartily congratulated on his securing the contract for the building Pembroke's first local railway. He has associated with him alderman S.R. Poulin, C.E., of Ottawa, who besides being a civil engineer of some repute, is a railroad builder of some experience.

Newspaper

Ottawa Free Press

Date

22/01/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern railway being such a general topic of conversation in town just now, the Pembroke Standard thought it would be a good time to interview Mr. Russell, the head of the firm of Wm. Russell & Co., to whom has been awarded the contract for its construction, and find out for its readers what he had to say about the prospects for the road. Mr. Russell, says the Standard, received us very courteously, and in answer to our question if operations are soon likely to be commenced on the road, he said, "We have already let some contracts for ties, and expect during the winter to take out about 35,000 ties and about half a million feet of trestle timber, besides culvert timber, cedar, fence poles and probably clear some right of way. We will not do any rock work till spring when we will start operations along the whole line of twenty miles of grading." "When do you expect to have the line in operation?" "Well, of course, I cannot tell you to a day, but we expect to run excursion trains to Ottawa during the Ottawa exhibition." "What about the train arrangements?" "We expect to run the trains through from Ottawa to Pembroke without a change at Golden Lake, the express leaving Ottawa about 8.30 a.m. and arriving in Pembroke about 12 noon. The outgoing train will leave Pembroke so as to arrive in Ottawa about 6 o'clock in the evening. The trains will make close connection at Ottawa for Montreal and without change at Golden Lake. There will be two mixed trains, one outgoing and one incoming - making four trains per day. The express will only stop at the principal stations while the mixed will have two flag stations with sidings for freight etc., between Pembroke and Golden Lake. We will have the use of the O.A. & P.S. station at Golden Lake and their

Newspaper

Ottawa Journal

Date

23/03/1898

Occurrence date

Subdivision

Locksley

Location

Notes

Golden Lake. Large quantities of supplies and plant of every description are daily arriving at the depot for the construction of the Pembroke Southern Railway, and Mr. Jas Sherwood, one of the sub-contractors is very busy looking after and directing the distribution of the same along the proposed route. Laborers are also coming by almost every passenger train and it is expected that if the weather is favorable, that everything will be in full swing by April 1st, and plenty of work for all.

Newspaper

Renfrew Mercury

Date

01/04/1898

Occurrence date

Subdivision

Locksley

Location

Douglas

Notes

Douglas. We sometimes hear the distant roar of the blasting on the new Pembroke Southern road and several of our neighbours are contemplating a summer's work.

Newspaper

Ottawa Citizen

Date

11/04/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern Railway is being rushed these days, about two hundred men being employed upon it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulties are experienced owing to water in the swamps, but, of course, a little time will overcome this. The farmers along the route are profiting by the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to town shall be chosen, but the company will eventually choose the best - that is the one that will give them the most commanding situation.

Newspaper

Renfrew Mercury

Date

15/04/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern is being rushed these days, about two hundred men being employed on it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulty was experienced, owing to water in some of the swamps, but of course a little time will overcome this. The farmers along the route are now profiting from the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to the town shall be chosen, but the company will eventually choose the best - that is, the one that will give them the most commanding situation. - Observer.

Newspaper

The Equity, Shawville

Date

21/04/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern Railway now under construction is to have a steel bridge across the Bonnechere river.

Newspaper

Renfrew Mercury

Date

15/05/1898

Occurrence date

Subdivision

Locksley

Location

Notes

From the Pembroke Standard.

At a meeting of the directors of the railway held last week, it was decided to commence the preliminary survey of the Pembroke Southern Railway at once, and Mr. J.L. Morris, C.E., and his staff will begin the work on Monday next.

Newspaper

Renfrew Mercury

Date

24/06/1898

Occurrence date

17/06/1898

Subdivision

Locksley

Location

Pembroke

Notes

The Pembroke Southern Railway are having some difficulties in the purchase of the right of way, and it is rumoured that operations on the construction have been stopped temporarily pending the submission of the disputed case to arbitration.

Newspaper

Ottawa Citizen

Date

30/07/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern Railway has completed grading 16 miles of the road from Golden Lake. The remaining five miles to Pembroke is also nearing completion. The intention is to extend it still further to Bancroft and Irondale but to do that it is necessary to run over the Parry Sound tracks for some distance. Permission for the same has not yet been granted, it is understood, and may not be for some time.

Newspaper

Renfrew Mercury

Date

26/08/1898

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

The station of the Pembroke Southern Railway will be on the eastern side of the bridge.

Newspaper

Renfrew Mercury

Date

09/09/1898

Occurrence date

Subdivision

Locksley

Location

Notes

Mr. Neil A. King of Lake Dore, one of the foremen on the Pembroke Southern Railway construction, has completed his work on that line, and left on Saturday night for the Rainy River district with a gang of fifty men, to work for the C.P.R. on the improvements there.

Newspaper

Renfrew Mercury

Date

16/09/1898

Occurrence date

Subdivision

Locksley

Location

Notes

Mr. Harry Jamieson has the honor of making the first shipment over the Pembroke Southern Railway. On Friday he shipped four carloads of cattle at Foster's ax factory for Buffalo.

Newspaper

Ottawa Citizen

Date

15/11/1898

Occurrence date

14/11/1898

Subdivision

Locksley

Location

Pembroke

Notes

Pembroke Nov. 15. The first train on the Pembroke Southern pulled into town early last evening. There were no preparations made to greet its arrival, but its brilliant light throwing its rays far into the night attracted the attention of pedestrians on Main street. Today eight car loads are expected by the Pembroke Furniture Company. Empty cars are also to be brought for the lumber company who intend making a large shipment by the new road.

Newspaper

Renfrew Mercury

Date

18/11/1898

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

It is expected that the rails will be laid to the bridge by next week. In the meantime the foundations are being laid for the station, which is to be built of brick, a little to the south side of the bridge. The building will be about 52x30, and will be built with due respect to the want of the travelling public. The freight shed, on McKay street, 100x30, is well under way, and work will soon be commenced on the roundhouse, which is to be situated near Hunter street. Pembroke Standard.

Newspaper

Renfrew Mercury

Date

18/11/1898

Occurrence date

14/11/1898

Subdivision

Locksley

Location

Pembroke

Notes

The first train on the Pembroke Southern pulled into the county town on Monday evening. There were no preparations made to greet its arrival.

Newspaper

The Equity, Shawville

Date

24/11/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The first train on the Pembroke Southern Railway pulled into town on Monday evening of last week.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

The Line Completed
Engineer Asked to Inspect the Pembroke Southern Railway.
Mr. Robert McCallum, engineer of the Public Works Department, has been notified by telegraph that the Pembroke Southern railway is completed and ready for inspection. The new line runs between Golden lake, on the Ottawa, Arnprior and parry Sound railway, and the town of Pembroke, and is about 27 miles in length. The contractors were Messrs. Poulin, Russell and Co. of Pembroke. Mr. McCallum was asked to make his inspection tomorrow, and was told that a special car would be in waiting to convey him from Ottawa to Golden Lake. He will, however, not be able to leave for a day or two, as owing to Sunday's storm it will not be possible to thoroughly inspect the line at present.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

Work on the Pembroke Southern Railway is being rapidly pushed forward. It is expected that the work of ballasting the road will be completed this week.

Newspaper

Ottawa Citizen

Date

20/12/1898

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Mr. D.B. Russell of Pembroke, part owner of the Pembroke Southern Railway, is in town. This line, which is nearing completion, is 21 miles in length and runs from Pembroke to Golden Lake on the O.A. & P.S. Ry., thus affording connection with the latter road. By this new route, the distance to Ottawa is 104 miles, exactly the same as by the C.P.R. The company have also completed an up to date station at Pembroke. It is situated in the centre of the town and is one of the finest in the district. The inspectors passed over the road last week and pronounced it ready for traffic, which will be commenced by the New Year if not before. Mr. Russell is engaged in another railway scheme which will be announced later.

Newspaper

Ottawa Free Press

Date

21/12/1898

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern railway, which will run from Pembroke to Golden Lake, on the Parry Sound railway, a distance of 21 miles, will probably be open for traffic by the new year. By the new line the distance between Pembroke and Ottawa will be 104 miles, exactly the same as by the C.P.R.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

P.S.R. Timetable issued
Fast trip to Golden Lake on Christmas
The Handsome New Station - Fine New Engine - Opening Monday.

A visit to the Pembroke Southern Station on Tuesday showed the building to be receiving the finishing touches under the skilled hands of Messrs. William Spalding & Sons and their men prior to the advent of the painters. The interior, like the exterior, is extremely neat, showing beautiful design in paneling and an entirely nice effect generally. There are four apartments in the new building - office, waiting room etc.

Then, following a walk out to the roundhouse, between an quarter and a half a mile distant, and along the track were gangs of men busy putting it in fine order. The tank is situated along the track some distance back from the station and looks very neat in its fresh coloring. The roundhouse is situated almost due south of the cathedral and is quite an extensive affair. At it was the new engine, no. 16, which arrived here on Christmas Day. It is a magnificent engine, polished so bright that many parts reflect like a mirror. In charge were Conductor P. Sullivan, Driver John Findlay and Fireman Dan Smith. The new engine runs at the rate of over 60 miles an hour. The old engine, no. 494, was run out to Golden Lake on Christmas Day and the new engine brought in to take its place. A small party was taken out in a box car, and had the pleasure of being drawn back by the new engine. On this occasion, driver Findlay was absent in Ottawa, and Fireman D. Smith handled the

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

The P.S. Railway is now running. Pembroke is now connected with the O.A. & P.S. Connection with Toronto by way of the Bancroft road is expected. Pembroke Jan 2. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1.20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business. Not satisfied with affording the town a competition line to the east, the company now propose extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Olo, thus completing a direct line to Trenton on Lake Ontario, which will be of immense advantage for the shipment of lumber, ties and pulp wood and will open up a considerable mineral belt. Connection with Toronto. By connecting with the Iron Dale and Bancroft and Central Ontario, the distance between Pembroke will be shortened by 150 miles by either connection, and a choice of two routes afforded. It is also expected by the P.S. company that the Grand Trunk will extend their branch, already built from Peterboro' to Lakefield, north-easterly about 35 miles to connect with the Pembroke Southern at St. Oso which will further shorten the distance between Toronto via Peterboro' Ex-Ald. Poulin of Ottawa is one of the principal stockholders in the Pembroke Southern and

Newspaper

Renfrew Mercury

Date

06/01/1899

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Quite a sensation was caused opposite the Post Office at noon today when the incoming P.S.R. train jumped the buffer at the station and the engine ploughed across the yard and landed about twenty feet over the sidewalk. Strange to say that, notwithstanding the crowd concentrated about the spot at that time, no one was injured. The engine was thrown off her truck, and had it not been for the soft nature of the ground at that spot might have crashed through the Post Office building. The cause of the accident is said to have been the failure of the air brakes to act.

Newspaper

Renfrew Mercury

Date

06/01/1899

Occurrence date

02/01/1899

Subdivision

Locksley

Location

Notes

The Pembroke Southern opened for traffic. Pembroke Jan. 3. The new Pambroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1:20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business. Not satisfied with affording the town a competition line to the east, the company now purposes extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Ols, thus completing a direct line to Toronto.--more.

Newspaper

Renfrew Mercury

Date

10/03/1899

Occurrence date

Subdivision

Locksley

Location

Notes

The \$20,000 debentures for the bonus of the Pembroke Southern Railway have been sold to a Toronto firm for 105.15. They bear a four per cent interest.

Newspaper

Ottawa Citizen

Date

14/03/1899

Occurrence date

13/03/1899

Subdivision

Locksley

Location

Notes

Passengers who arrived in the city last night tell of the first accident on the Pembroke Southern Railway, which runs from Pembroke to Golden Lake where connection is made with the O.A. & P.S. line. The train left Pembroke yesterday morning at seven o'clock and when at a short distance out of town, at a point known as " Begg's Farm," ran off the track into a field in consequence of the spreading of the rails. The coaches were partially overturned and traffic on the line was suspended until the wreck was cleared.

Newspaper

Renfrew Mercury

Date

24/03/1899

Occurrence date

13/03/1899

Subdivision

Locksley

Location

Notes

On Monday morning the Pembroke Southern train had got as far as Biggs' farm, when it commenced to go off the track, owing to the spreading of the rails. The train consisted of engine, one car of brick, one way freight car and the combination passenger car. Strange to say, the car loaded with brick kept the track, but the rest of the train went off, the engine being stopped about four feet from the rail, but was not ditched as the Ottawa papers had it. The train was got on the rails by about six in the evening.

Newspaper

The Equity, Shawville

Date

27/04/1899

Occurrence date

Subdivision

Locksley

Location

Notes

The train service on the Pembroke Southern Ry. has been somewhat demoralized during the past few days, a bad washout on the line being the cause. The washout is at Quad's Creek, near Golden Lake, and is over a mile in extent - the water being in some places over two feet deep.

Newspaper

Renfrew Mercury

Date

07/07/1899

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern Railway is in first class condition - well ballasted and level. On Friday the distance of twenty miles between Pembroke and Golden Lake was made in thirty minutes. We noticed that the officials were obliging tot eh ladies, assisting them off the train st stopping places on the route.

Newspaper

Renfrew Mercury

Date

15/09/1899

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

From this week's Standard. We are credibly informed that the Pembroke Southern Railway has been leased to the Canada Atlantic Railway Company for a certain number of years. This will in no wise hinder the building of the proposed road from Golden Lake to Bancroft so as to give us close connections with Toronto, but will rather materially assist that scheme, as it will enable the projectors of the new road, who are nearly all connected with the P.S.R., to devote their whole energies to its construction. The leasing of the P.S.R by the C.A.R. will give us the benefit of through connections to New York and other points made by the latter railway.

Newspaper

Ottawa Citizen

Date

18/09/1899

Occurrence date

18/09/1899

Subdivision

Locksley

Location

Notes

The Canada Atlantic railway today assumes control and management of the Pembroke Southern road in accordance with negotiations that have been in progress for some time. The road has been leased for a period of five years and the employees were notified on Saturday that they will be governed by the management of the C.A.R. The Pembroke Southern railway is a short line extending from Golden Lake on the O.A. & P.S. railway to the town of Pembroke a distance of twenty-one miles. It was completed about a year ago and since that time has been operated by the contractors under the direction of Mr. S.R. Poulin. The line traverses a country very thinly settled but as the land is suited for farming the road will doubtless have the effect of opening it up for settlement. The railway will be operated as a branch of the O.A. & P.S. line, thus affording a through trip between Ottawa and Pembroke via this road. The distance from this city is about the same as by the C.P. railway. It is proposed to inaugurate a new train service and it is likely that in a short time some of the trains that now run through to Madawaska will stop at Pembroke. The Pembroke Southern is a great convenience to the residents of the section of the country through which it traverses and now that it has been taken over as part of the Canada Atlantic system the general accommodation will doubtless be much increased.

Newspaper

Ottawa Free Press

Date

18/09/1899

Occurrence date

Subdivision

Locksley

Location

Notes

The Pembroke Southern, a short line of railway from Golden Lake to Pembroke has been leased to the Ottawa, Arnprior and Parry Sound for a period of five years. This road is twenty-one miles in length and has been in operation for a little over a year, the contractors having full control. This road joins the Parry Sound at Golden Lake and has since opening practically been a branch of the Parry Sound. For some time the Canada Atlantic have been negotiating for control of the road. The negotiations have been completed and the road passes into the control of the Canada Atlantic. It is proposed to inaugurate a special service and run through trains from Pembroke to the city.

Newspaper

Ottawa Free Press

Date

18/11/1899

Occurrence date

Subdivision

Locksley

Location

Golden Lake

Notes

The gaining of control of the Pembroke Southern has greatly increased passenger and freight traffic. The company will build two flag stations along the road as at present there are but few stations, and the farmers have to drive a long distance to ship their produce to markets. A new station will also be erected at Golden Lake. Mr. Wm. Sparling, of Pembroke, has been given the contract.

Newspaper

Renfrew Mercury

Date

15/03/1901

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Yesterday afternoon Mayor Millar received a telephone message from Mr. W.D. Cunneyworth, agent of the Canada Atlantic Railway, that a young woman had given birth to a child on the Madawaska train due here at 5:30 p.m., and that she was without money or friends in Pembroke. The Mayor at once informed Dr. Joseph, who, along with the Mayor, awaited the arrival of the train, which did not come in until a few minutes before six. The woman and child were removed to a temporary bed which had been prepared in the ladies waiting room, and the Mayor afterwards had them conveyed to Mrs. O'Briens at "The Castle", who agreed to take charge of them at the Corporation's expense. The unfortunate girl, for she is said yet to be sixteen, is a pole, and comes from near Killaloe and her name is Mary Planke. She got on the train at Wilno, and had only twenty-five cents in possession. When at Golden Lake she was taken sick, and Conductor Martin got an Indian woman, Mrs. Machell, to come to the assistance of the unfortunate girl, who kindly came on with her to Pembroke.

Newspaper

Renfrew Mercury

Date

16/08/1901

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Mr. James I. Morris C.E., and his assistant, Mr. Peter Gordon, C.E., with their men, returned to town a few days ago, after completing the preliminary survey for the railway between Golden Lake and Bancroft,--

Newspaper

Renfrew Mercury

Date

06/12/1901

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

The Pembroke Southern Railway is asking for an extension of their charter to run a road from Pembroke through to connect with the Pontiac and Pacific Junction Railway in or about Shawville or Portage du Fort, and Mr. John W. Munro, M.P.P., intends asking for a bonus from the government to build the road from Pembroke through Westmeath and part of Ross townships to connect with the Pontiac and Pacific, at the coming session of the Ontario Legislature -- Pembroke Observer.

Newspaper

Renfrew Mercury

Date

11/05/1906

Occurrence date

Subdivision

Locksley

Location

Notes

In the Legislature last week Mr. Dunlop was granted leave to introduce a private bill to allow the Pembroke Southern Railway to extend the road from Pembroke to Petewawa, the new Dominion military camp, a distance of 14 miles.
The premier spoke of the importance of the matter. If the railway was not extended it would be necessary for the Grand Trunk to tranship troops at Pembroke. Under ordinary circumstances it would not be advisable to allow the rules to be transgressed but it was a Dominion matter and concerned the convenience of a large number of the militia. He read a telegram from the C.P.R., that it offered no objection. The new line, it was explained, would parallel the C.P.R.
Mr. Harcourt, for the opposition, interposed no objection, and the bill was read a first time.

Newspaper

Renfrew Mercury

Date

14/12/1906

Occurrence date

Subdivision

Locksley

Location

Locksley

Notes

A bridge over a marsh about three miles south of Locksley, through the effect, probably, of frost, yesterday afternoon heaved to one side slightly. Three sections of the timbers gave way, and the structure was left in a badly dilapidated condition. But a short while before, the local from Golden Lake had passed safely over, nothing at that time being noticeably wrong. The freight train from Ottawa, which came along shortly afterwards, was stopped in time to avoid a bad mix-up. The outgoing local and the Ottawa passenger exchanged passengers and baggage at the scene of the breakdown. The Grand Trunk can thank the men on the freight for detecting the mishap to the bridge in time to avert a smash-up, this saving them a bill of damages and averting possible loss of life. Pembroke Observer.

Newspaper

Ottawa Journal

Date

21/06/1907

Occurrence date

Subdivision

Locksley

Location

Notes

..steam shovel(s) are at work filling in the trestles and roadbeds on the Pembroke branch.

Newspaper

Renfrew Mercury

Date

06/03/1908

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Conductor Roberts of the G.T.R. had a narrow escape from death last week. He was boarding his train which was moving out of Pembroke when he collided on the step with another person hurriedly leaving the train. The result was that Conductor Roberts was thrown underneath the car and only rare good fortune saved him from being caught by the wheels. Several cuts on the face are his only injury.

Newspaper

Renfrew Mercury

Date

16/04/1909

Occurrence date

Subdivision

Locksley

Location

Shady Nook crossing

Notes

The G.T.R. express train which left Renfrew en route for Pembroke on Tuesday evening, with a larger passenger list than usual, had a narrow escape from being wrecked a few miles from the county town. The evening rain was falling heavily, causing a washout to occur, the discovery of this being made by Nelso Montgomery, a farmer of Shady Nook, who was walking home along the track. By use of a lantern, the train was flagged. As its speed at that point is fast, it must have fared badly had the washout not been noticed by Mr. Montgomery.

Newspaper

Renfrew Mercury

Date

07/07/1911

Occurrence date

03/07/1911

Subdivision

Locksley

Location

Golden Lake

Notes

Thos. Ash of Ottawa, fireman on the G.T.R. noon train from Ottawa, fell off the engine at the Golden Lake station on Monday and broke his ankle. The wounded man was taken on the train and conveyed to the hospital at Pembroke where Dr. Sparling attended to his injuries. The accident caused a delay of the train of about 50 minutes.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

A sequel to the recent purchase of the big Gordon block by the G.T.R. came this week in a transfer affecting one of the oldest business blocks in Pembroke, the large White block on the corner of Pembroke and McKay streets, owned by Mrs. R. White and occupied by Mr. S.F. beach, furniture dealer and Mr. A. James, butcher. The new owners are Messrs. Hunter & Co. Ltd. wholesale grocers, who for years have occupied the Gordon block, and who with the other tenants of the latter building have received notice to vacate next spring, when the building will be transformed into a station by the G.T.R. It is understood that the price paid was in the neighbourhood of \$15,000.

Newspaper

Date

Occurrence date

Subdivision

Location

Notes

Mr. J.W. Smith, the president of Pembroke's new Board of Trade, is a warm personal friend of Mr. E.J. Chamberlain, president of the G.T.R. and has used his good office with him to get a fine station for his home town. The Observer thus describes it: The plan shows a structure compared with which anything in Eastern Ontario outside of Ottawa fades into insignificance, and which will really be of city proportions. The walls of the Gordon building on the corner will be utilized, as well as those of the smaller building adjoining, occupied by Dr. Graham, Dr. Bellaire and Rollin's barber shop, both to be modernized by a change in the windows and general appearance throughout and both to be furnished with the same material. The present alley way between the two buildings will form the entrance to the main waiting room, to be erected in the rear, and over the sidewalk at the entrance will hang a covering of the portcullis type. On Pembroke street the building will have a frontage of 114 feet and on McKay street 124 feet, while on the Pembroke-McKay street corner will be a tower which will add grace to the appearance of the whole. There will be five storeys facing on Pembroke street - two east of the main entrance and three west of it, while the two upper floors of the main building will be divided into offices modernly furnished and fitted. On McKay street will be the ladies waiting room, lavatories, gentlemen's waiting room and baggage room, with also an entrance from the street. The main waiting room, to adjoin the rear of the two connected buildings, will have dimensions of about 50x40 feet with a ceiling 20 feet high and here will be located the ticket offices, etc. The station platform will run outside this main waiting room, with No. 1 track, on which passenger trains will enter and

Newspaper

Renfrew Mercury

Date

28/02/1913

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Pembroke ratepayers will vote on March 14th, on propositions to grant a fixed assessment to the Grand Trunk Railway for its new station property.

Newspaper

Renfrew Mercury

Date

19/09/1913

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

The Observer says the latest plans to be received of the new G.T.R. station show an even better building than that first proposed. According to the new plan, the Wellington block, occupied by Dr. Graham, Dr. Belair and Mr. Rollins, barber, is to be removed entirely, in order to give more yard room. The entrance to the station will be at the westerly corner of main street, with portcullis covering and with four doors aimilar to those in use at the Central station in Ottawa. The floor inside will be mosaic while the walls will be panelled, and the whole will have a very ornate appearance. The tower will be transferred from the east to the west main street corner and will make the building an imposing one. While there will not be quite so much of a frontage on Pembroke street, the station will be extended considerably further back on McKay street than at first proposed. The interior arrangements are the most modern and will provide the best of accommodation, including waiting rooms for ladies and gentlemen and a large general waiting room, ticket offices, baggage room, express room and all other conveniences. The new station and yard improvements will make a complete transformation on that corner, which will be one of the most attractive in town. The work will involve an expenditure of about \$50,000 and the Council, accepting the new plans at Friday night's meeting, decided to give the company a reasonable extension of time in which to complete the project.

Newspaper

The Equity, Shawville

Date

09/10/1913

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

The contract for the building of the Grand Trunk station at Pembroke has been awarded to Mr. Jas. F. Munro for a figure in the neighbourhood of \$35,000. This does not include the building of concrete retaining wall or any of the filling in or yard improvements.

Newspaper

Renfrew Mercury

Date

19/12/1913

Occurrence date

Subdivision

Locksley

Location

Notes

The Grand Trunk Railway has promised that in the spring the Madawaska - Golden Lake mixed train will be run into Pembroke to reach there about 9.30 a.m. and return at 10 o'clock. Plans have been prepared for a line two miles in length to give interswitching with the C.P.R. On it two bridges will have to be built, one over the Muskrat and one over the Indian River.

Newspaper

Ottawa Journal

Date

15/05/1914

Occurrence date

14/05/1914

Subdivision

Locksley

Location

Notes

After leaving Pembroke late, the 12.50 Grand Trunk train was derailed a few miles outside Golden Lake depot Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worse for the mishap. Passengers booked through to Ottawa did not reach here until after 10 o'clock Thursday evening. A party of Grand Trunk officials were in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation, as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was, in all probability, the cause of the delay, although there is no official confirmation of the supposition. The train was late in leaving Pembroke and in making up time and running at a high rate of speed the slightest undulation in the tracks would have put it out of course.

Newspaper

Eganville Leader

Date

22/05/1914

Occurrence date

Subdivision

Locksley

Location

Notes

Sunken Track Caused Derailing of Pembroke Train
After leaving Pembroke late, the 12:50 Grand Trunk train was derailed a few miles outside Golden Lake depot, Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worse for the mishap. Passengers booked through to Ottawa did not reach there until after 10 o'clock Thursday evening. A party of Grand Trunk officials was in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was in all probability the cause of the delay, although there is no official confirmation to the supposition.
The train was late leaving Pembroke and in making up time and running at a high rate of speed the slightest undulation in the tracks would have put it out of its course.

Newspaper

Renfrew Mercury

Date

22/05/1914

Occurrence date

Subdivision

Locksley

Location

Notes

The G.T.R. passenger train between Pembroke and Golden Lake was derailed last week. The cars remained right side up and no one was injured.

Newspaper

Renfrew Mercury

Date

12/06/1914

Occurrence date

Subdivision

Locksley

Location

Notes

A Grand Trunk train cut a Pembroke waggon in two at the Mary street bridge crossing one day last week. The horses and front end of the waggon were thrown to the water's edge, the rear wheels and the waggon box to the other side of the track. The Observer says the horses went down eighteen feet and were unharmed.

Newspaper

Renfrew Mercury

Date

31/07/1914

Occurrence date

18/07/1914

Subdivision

Locksley

Location

Pembroke

Notes

While the new Grand Trunk station at Pembroke was being built, station agent Parent occupied a car as a station. On Saturday night, a week ago, a way freight, in shunting, sent half a dozen boxcars against it with such force that the rear end of the car was hoisted over the buffer and across the sidewalk, while the rear trucks were torn off and the car considerably damaged. Mr. Parent was in it at the time and received quite a shaking up. A wrecking crew came up on Sunday and removed it and replaced the trucks.

Newspaper

Ottawa Citizen

Date

30/01/1935

Occurrence date

29/01/1935

Subdivision

Locksley

Location

Pembroke

Notes

Oppose application of C.N.R. to abandon line.
Pembroke Jan. 29. At a meeting here tonight the Pembroke Chamber of Commerce decided to appoint a committee to join a committee of the town council in opposing the application of the Canadian National Railways to abandon the railway line between Pembroke and Golden Lake. J.P. Duff, president of the chamber was chosen chairman of the committee with power to name personnel.

Newspaper

Eganville Leader

Date

01/02/1935

Occurrence date

Subdivision

Locksley

Location

Notes

Proposal To Abandon Golden Lake-Pembroke Railway
Pembroke, Jan. 25. Renfrew County Council passed a resolution to be forwarded to the Board of Railway Commissioners opposing the application of the Canadian National Railways to abandon the line from Pembroke to Golden Lake.
Opposition to the application was voiced by reeves of the rural municipalities served by the line and by those from the western part of the county, where the only way of getting to Pembroke by rail is provided by this line.
R. M. Warren, Wilberforce, who introduced the matter, stated that the line once had been prosperous, and he believed it would be again. D. O'Connor, Arnprior, pointed out that the effect of closing the line would be more far reaching than a few cars of boxwood and pulpwood, as there is a large wholesale trade between Pembroke and the western part of the county, which would have to go around by Renfrew if this line were abandoned, with a corresponding increase in freight charges.

Newspaper

Eganville Leader

Date

22/02/1935

Occurrence date

Subdivision

Locksley

Location

Notes

Pembroke Protests Proposal To Abandon Railway
Pembroke, Feb. 15 - "The exorbitant high freight rates, particularly on short hauls, is forcing business to trucks," Dr. I. D. Cotnam, Conservative M.P. for North Renfrew, declared tonight in speaking before a public meeting called to protest the Canadian National Railway's application to the Board of Railway Commissioners for permission to abandon the Locksley subdivision between Pembroke and Golden Lake.
"Some attempt at revision of rates for short hauls on branch lines should be made and this should be contained in the protest to the commissioners," Dr. Cotnam believed.
The public meeting, which was called by Pembroke Town Council and presided over by Mayor Dr. M. McKay, decided to delegate Dr. Cotnam and Dr. M.J. Maloney, Conservative M.P. for South Renfrew, Eganville, to interview the railway commissioners and see if they will come to Pembroke to hear the protests against the proposed move.

Newspaper

Eganville Leader

Date

26/09/1956

Occurrence date

Subdivision

Locksley

Location

Notes

September 26 May Discontinue C.N.R. Line To Pembroke
The C.N.R. has made application to the Board of Transportation Commissioners at Ottawa for permission to discontinue passenger and mixed train service between Golden Lake and Pembroke. Freight service would be continued as usual.
Coming of the motor car and passenger buses has accounted for the loss of much passenger trade between Golden Lake and Pembroke, but there is still sufficient freight and express to warrant the operation of trains daily.

Newspaper

Ottawa Citizen

Date

26/10/1956

Occurrence date

27/10/1956

Subdivision

Locksley

Location

Notes

Last run after 57 years.
 Scheduled trains between Pembroke and Golden Lake, which have been operating for the past 57 years, will become a thing of the past tomorrow.
 No longer will the four-train-a-day - two express-passengers and two freights, move along the 20-mile route, crossing the seven bridges and stopping at Locksley, Wotto and Dore Bay stations.
 Lack of business caused the Canadian National Railways' decision to suspend service on this branch of their operations. Known as the Locksley subdivision of the CNR, the line connects the main transcontinental line and the Barry's Bay line of the railway.
 It has a long history. The line was constructed by the Pembroke Southern Railway, but never operated by this company.
 A month after its completion, in 1899, it was sold to the Canada Atlantic Railway. In 1905, the Canadian (sic) Atlantic was taken over in turn by the Grand Trunk, and this line was part of the deal. The route came into the CNR when the Canadian National consolidated Canadian railways in 1922 and 1923.
 There will be no employe layoffs involved, though transfers will be made. There are no agents at the three stations, all of which will remain on the line. The train crews will be moved to other areas. One switching crew will be retained at Pembroke. for the CNR will continue to use the line to pick up freight shipments, mainly pulp and timber, as required, operating with the switcher out of Pembroke.

Newspaper

Ottawa Journal

Date

27/10/1956

Occurrence date

27/10/1956

Subdivision

Locksley

Location

Pembroke

Notes

Last Passenger Train Rumbles from Pembroke to Golden Lake. Includes pictures, one of C.N.R 5112 with passenger car at Pembroke.
 Used to be that the boys on the "Golden Lake Line", known officially in Canadian National Railways circles as Locksley Subdivision, would sing "Working in the Railroad" as they trundled along their 20 miles of track.
 Starting today, however, there is a sadder note in their voices. They're singing "Don't Get Around Much Any More".
 The "Golden Lake Line", once a major northern Ottawa Valley artery of trade and industry, has ceased to exist. The crew of her one-engine-one-combination-express-and-passenger car (and a box car once in a while), will carry on as a yard crew in Pembroke.
 Death of a passenger line, even a little, backwoods one, is a melancholy thing. When the Journal went along in the "Green Hornet". As the Locksley Subdivision men affectionately term their train, there were several C.N.R old-timers taking their last ride over the line. Like pall bearers at a funeral, they stood on Pembroke station platform chatting quietly with station officials who had come out from behind their desks as some sort of "guard of honor", for the departing train.
 Once in a while someone began laughing as a "good old days" incident was recalled, but there was little real joy in reality. The coming and going of this old train has been the pivot on which much of their life's work had turned and watching the end was like viewing the last moments of an old friend.

Newspaper

Ottawa Citizen

Date

17/07/1965

Occurrence date

Subdivision

Locksley

Location

Pembroke

Notes

Canadian National Railway Company invites offers to purchase its choice downtown station property at the corner of Pembroke and macKay Streets - a total of approximately 3.0 acres.
With plan - -