

Local Railway Items from Area Papers - Prescott subdivision, including Ellwood sub.

03/10/1884 Ottawa Citizen Prescott Chaudiere

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

09/10/1884 Ottawa Citizen Prescott Chaudiere

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

24/10/1884 Ottawa Citizen Prescott Chaudiere

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

04/11/1884 Ottawa Citizen Prescott Chaudiere

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

23/08/1885 Ottawa Citizen Prescott Chaudiere

Change of stations.

The trains on the St. Lawrence and Ottawa Railway yesterday, for the first time, arrived at and left from the Union station in place of the Sussex Street station as formerly.

16/10/1885 Ottawa Citizen Prescott

Freight traffic has so increased of late on the St. Lawrence and Ottawa Railway that it has been found necessary to put on a special freight train. Three trains a day now run from Prescott to the city, namely one passenger and two freights.

27/03/1886 Ottawa Free Press Prescott Rideau Canal

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

24/07/1886 Ottawa Citizen Prescott Bedell

When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

10/08/1886 Ottawa Journal Prescott Union Depot chaudiere

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

08/09/1886 Ottawa Journal Prescott Union Depot chaudiere

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

13/12/1886 Ottawa Journal Prescott Rideau River

Brakeman Britt killed by falling off a freight train. Last seen at Chaudiere station - more.

11/03/1887 Ottawa Journal Prescott

The Prescott branch of the C.P.R. has been blocked up with snow for nearly a week. Several passengers arrived from Prescott this morning and relate that after waiting three days for a train hourly expected to arrive they were obliged to come to Ottawa by way of Brockville.

12/04/1888 Ottawa Journal Prescott

A consignment of forty carloads of tea passed through the city yesterday on the C.P.R. en route for Montreal. The consignment is for local dealers there.

30/06/1888 Ottawa Citizen Prescott Prescott

On Wednesday evening last some men stole a handcar on the St. Lawrence and Ottawa Railway and proceeded to work themselves to Prescott. There they were arrested and Constable Hornidge, of the C.P.R. yesterday locked up the four of them, John Callaghan, David Shields, P. Connor and J. McManus.

04/07/1888 Ottawa Citizen Prescott

The train which conveys the excursionists to Ogdensburg to-day consists of twelve cars.

27/10/1888 Ottawa Free Press Prescott Chaudiere

The new C.P.R. siding has been finished to the Barnes & Co. shook factory.

13/11/1888 Ottawa Free Press Prescott Chaudiere

The C.P.R. are presently putting down a new siding to the shook factory. Messrs. Barnes & Co's. concern is much improved by the introduction of the incandescent electric light.

04/01/1889 Ottawa Free Press Prescott Chaudiere

Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees during the past week having started to work by night.

15/01/1889 Ottawa Journal Prescott Chaudiere

The CPR company intend constructing a new coal shed at Union depot for the accommodation of the local coal dealers receiving coal over their lines.

31/07/1889 Ottawa Free Press Prescott Chaudiere

Repairs are being made on the Canadian Pacific Railway Co.'s round house on the Richmond road. The old brick work is being replaced by new material.

20/08/1889 Ottawa Journal Prescott Manotick

A new station house is being erected here by the C.P.R. to take the place of the old one burned down last spring. The new building promises to be a very commodious one, the part intended as the agents dwelling house to be two story. Congratulations are extended to the agent, Mr. T.N. Johnson and family, who, since the burning of the old station have been boarding with Mrs. Johnson's father, Mr. H. Tomkins.

21/08/1889 Ottawa Citizen Prescott Manotick

The C.P.R. company are erecting a new station at Manotick to take the place of the old one which was burned. The new building will be much superior to its predecessor.

06/11/1889 Ottawa Free Press Prescott Chaudiere

The Canadian Pacific railway intend to lay sidings shortly to Messrs. Warcock and Martin's mill on the Richmond road for the purpose of more conveniently shipping grain.

03/02/1890 Ottawa Citizen Prescott Chaudiere

At one o'clock this morning fire broke out at in the car shed of the Canadian Pacific Railway nearest the northern end of the railway yard. There were in the building at the time about fifteen passenger coaches, including the Government car "Ottawa" and Lady MacDonald's handsome special coach "Jamaica". It was a quarter of an hour after the blaze first broke out that a yard man pulled the alarm at box 18 corner of Broad and Queen streets. By this time the fire had gained such headway that ere the reels were on the road, although all turned out promptly, the red glare of the flames was visible all over the city. Hundreds of people, awakened from their slumbers by the rattle of the flying reels, looked out of windows and doorways at what appeared to be an immense conflagration in the most dangerous part of the city, the very midst of the lumber piles. And so it proved to be. A further delay was caused by the yard engine, which was shunting up and down endeavouring to pull the accessible cars out of the way of the fire, so blocking the tracks and preventing the reels from getting to the hydrants. It was A DESPERATE CASE

when at length the first hose was coupled and the first stream directed on the burning mass, for the shed stood in the very midst of millions of feet of dry lumber. On the western side of the shed stood the lumber owned by Mr. Barnes, of the box factory near by, was so close to the walls of the burning building as to leave scarce room for a person to pass, even had the great heat not made it impossible to have done so. A few feet from the southern end of the shed is the large stable owned by Mr. John Rochester, and the fact that neither lumber piles nor stable received other damage than a slight scorching, speaks more than volumes of praise for the efficiency of the fire brigade. Driver Tom Beatty's yard engine had done yeoman service for the company, for of the 14 coaches within the shed when the fire broke out, nine had been pulled out of the ruin and as many more had been standing on the side tracks leading into the shed. This left four

CARS IN THE FLAMES

and these, from the inflammable nature of their construction, gave forth an intense heat. There is an extra strong pressure from the hydrants in this section and from these such volumes of water were poured on the flames, that in little over an hour they were pretty well drowned out. It was impossible, of course, to save the car shed, as that, together with the cars within, was beyond hope when the brigade arrived.

More

The shed contains three parallel tracks and had under its roof about fifteen cars. The furthest in the rear were the three passenger coaches and the private car "Jamaica" which were totally destroyed. Next came the official car "Ottawa" which was pulled out and subjected to a heavy stream of water, but too late to save the coach from almost utter ruin. This shed was used to house passenger coaches not immediately wanted and those undergoing repairs. In some of these the heating apparatus is kept going and it is thought the fire was possibly carried by a spark or possibly by the overheating of one of these furnaces.

THE ESTIMATED LOSS

No official estimate of damage --three passenger cars at \$8,000 each and the two official coaches at \$18,000 each -- loss probably \$60,000-\$70,000.

So intense was the heat within the shed that the iron work of the cars, and even the steel rails, were melted and twisted in all shapes. -- best bit of firefighting --

03/02/1890 Ottawa Free Press Prescott Chaudiere

Full account of the fire in the C.P.R. car shed.

--in the car shed at the time were fifteen cars and the government cars "Ottawa" and "Jamaica".--

West of the shed was the piled lumber belonging to Mr. Barnes of the box shook factory.

There was no prospect of saving the remaining four in the shed. --Three passenger cars and the car "Jamaica" were furthest in the shed. The government car "Ottawa" was next and in the hope of saving it, it was dragged out and deluged with water. The flames, however, had got too great a hold on it.--

From other sources it was learned that the loss through destruction of Lady MacDonald's private car would be about \$15,000. The car cost originally \$20,000. It was formerly used by Mr. Chapleau, when that gentleman led the Quebec government and when purchased by the Dominion government was fitted out in most luxurious fashion. The "Ottawa", Mr. Schreiber's car is not wholly destroyed. It is probably worth about \$10,000. The other cars destroyed consisted of two first class, Nos. 51 and 63 and two second class cars Nos. 73 and 49. An official estimate put the loss at about \$20,000. They were not modern coaches but had been for some time in use. The Governor General's car was in a dangerous position, but was brought out of danger without receiving so much as a scratch. Skeletons of Cars.

The trucks of all of the cars are not seriously damaged, and will be available for use again. The upper portions, however, are mere skeletons. A charred and blackened skeleton is all that remains of the famous "Jamaica" car. A great heap of carpets, rugs and blankets reposes on the tracks with fragments of metal and glass, the remains of the luxurious fittings. One end of the "Ottawa" is a black and charred mass, but on three quarters of the car the varnish is still fresh, though almost every window is smashed; the chandeliers are lying in fragments inside, and the upholstery is begrimed with dirt inside.--

Destructive fire.

Probably \$30,000 loss at the CPR station.

The passenger car shed, containing the Governor General's, Lady McDonald's and other special cars destroyed - six valuable carriages gone.

What had the appearance of being the forerunner of a devastating conflagration broke out this morning a few minutes before one o'clock at the CPR station. At fifteen minutes to one No. 18 fire box rang the alarm, and with commendable alacrity all the brigades in the city were soon at the scene of action, where it was discovered that the fire had originated in the passenger car shed, containing at the time some fourteen fine cars, just adjoining the station, and dangerously contiguous to the innumerable piles of lumber belonging to Messrs. Barnes of Rouses Point. Considerable delay was occasioned in the fixing of the leading line of hose by one of the hydrants being frozen, but that difficulty overcome, the men under the superintendence of Chief Young, began to put in effective work. The flames in full headway.

By this time, however, the flames had got complete hold of the shed and its contents, and were assuming alarming proportions, and as the lurid tongues of fire leaps into the air, growing momentarily fiercer and more intense, the heavens became illuminated with a brilliancy which transformed the darkness of night into the brightness of noonday sun and which must have been visible within the radius of many miles.

No. 2 was the first to arrive, followed by the men of number 7, the new station of Dalhousie ward, and soon five lengths of pipe were laid and a copious supply of water pouring on the burning mass.

Valuable cars.

The shed in question was that the north end of the station and measured 200 feet by 40 feet. It was used for the housing and cleaning and repairing of cars. At the hour mentioned it contained quite a number of handsome and valuable carriages, whilst a great amount of rolling stock lay around at various distances from the shed, in all a total of about twenty cars.

Trying to get the cars out.

With great promptitude the station authorities set to work to remove the cars, but the flames spread with such rapidity and fierceness that the work had to be abandoned.

The "Victoria" saved.

Amongst the saved property, however, was the Governor General's car "Victoria." The "Ottawa" was caught by the fire whilst being rescued and is now a useless smoldering mess. Altogether six cars were sacrificed including Lady McDonald's "Jamaica" the car in which she made the trip to British Columbia, which resulted in her interesting sketches, the notes for which were made on the car.

A New Danger.

Running parallel with the shed separated only by a line of rails a lengthy freight train lay and as the flames grew in strength it was impossible to place one's hand against the cars without getting burned and scorched. This added a new danger, and attention had to be turned in that direction with satisfactory results.

Surrounding the blazing fires were immense piles of timber which to the unaccustomed seemed bound to be doomed to destruction. These piles of wood are built close together and stand within a few feet not more than six in several instances around the blazing mess. Myriads of sparks and burning matter were flying in every direction. The firemen worked hard to save the piles and succeeded. The energy and courage with which they worked to confine the fire was spoken of by all who witnessed their exertion with admiration.

It soon became evident that the shed and its contents were doomed and the intense heat was one of the greatest difficulties the firemen had to contend with.

Steel rails twisted like shavings.

So bad did it become that the steel rails were twisted and turned like shavings of wood. Two lengths of hose were kept continually in the direction of the wood piles with good effect.

Fireman Lavelle injured.

Shortly after the outbreak a beam fell on fireman Lavelle, of No.7 station, injuring him somewhat severely. He was conveyed home. About three o'clock all danger was over and once more Chief Young and his gallant men were victors. It had been a hard fight and the victory was a glorious one.

The amount of damage cannot be reckoned yet but from a rough estimate the loss cannot be far short of \$25,000 or perhaps \$30,000.

No cause can be assigned for the origin of the blaze but the rumor that the overturning of a lamp had started it gained considerable credence by the crowd.

At 3 20 the work at the station was going on as usual, but where a few hours before some of the most luxurious traveling carriages the world knows had been under cover and now lay a smoldering mass of wood work and upholstery. The return blow was sounded at ten minutes to four.

The Scene Today

The JOURNAL again visited the scene of the disaster this forenoon when, in the broad light of day the full extent of the damage was seen at a glance, and the intensity and power of the ravaging element fully demonstrated. The aspect is one of utter desolation. The total loss is the destruction of the shed and two first class cars, two second class cars, Lady McDonald's coach "Jamaica" and the partial destruction of the car "Ottawa" which belongs to the government.

A careful though hasty estimate of the financial loss places the amount at \$25,000 or \$30,000, not more. No official inspection has yet been made and this estimate must be considered premature.

It is not known in the city today whether or not the loss is covered by insurance beyond the fact stated that neither Canadian nor British offices are interested.

The origin of the outbreak is still clouded in mystery.

Praise is being awarded the officials and railway employees who worked hard and heroically to save property. There were 25 cars in the yard at the time.

11/04/1890

Ottawa Journal

Prescott

Gloucester

Mr. Prud'homme of St. Constant, Laprairie county was loading potatoes on a car on a siding at the Gloucester station on the C.P.R. when a west bound train approached. In order to assist his operations he had laid a log across the main track. This he hastened to remove but he was not quick enough. The flying rod of the approaching engine caught him in the back throwing him unconscious into the car. The injured man was taken into the train and brought to Ottawa. Also reported in the Citizen.

07/07/1892

Ottawa Free Press

Prescott

Notwithstanding the statement in this morning's Citizen to the contrary, the Free Press is able to assure its readers that the transfer of the St. Lawrence & Ottawa railway to the Grand Trunk will shortly be made public. More.

03/08/1892

Ottawa Journal

Prescott

Experimental farm

About 175 members of the Glengarry and Stormont Farmers Institute arrived in the city yesterday afternoon by C.A.R. They went in a special C.P.R. train to the Experimental Farm and were shown over by Prof. Robertson, the acting director and were much pleased by what they saw.

26/08/1892

Ottawa Journal

Prescott

Bedell

The Kemptville Advance says: While Mr. and Mrs. Hadden of the Junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones, which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

27/08/1892 Ottawa Citizen Prescott

While Mr. and Mrs. Hadden of the Carleton Junction were coming to the lower depot on their railway bicycle on Saturday evening they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead of a bicycle it is difficult to imagine how serious an accident it might have been. The Kemptville Advance understands the C.P.R. authorities are likely to investigate the matter.

29/09/1892 Brockville Recorder Prescott Prescott

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

06/10/1892 Brockville Recorder Prescott Prescott

The most valuable freight train that has passed south on the Utica road this summer left Ogdensburg Friday night last. It consisted of three cars of silk from China and Japan valued at about \$210,000; four cars of tea and Chinese merchandise; four cars of nickel matte and one of red oxide paint. Lumber and general merchandise made up the balance of the train, the value of which is roughly estimated at \$250,000.

18/05/1893 Ottawa Journal Prescott South Gower

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

18/01/1894 Brockville Recorder Prescott Kemptville

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

21/07/1894 Ottawa Free Press Prescott

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotic-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

21/09/1894 Brockville Recorder Prescott Kemptville

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

05/10/1894 Brockville Recorder Prescott Kemptville

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was lead into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

12/10/1894 Brockville Recorder Prescott Prescott

A carload of Kangaroo skins crossed the river from Prescott last Friday.

25/01/1895 Renfrew Mercury Prescott Kemptville

The people of Kemptville are highly indignant at the action of the C.P.R. in closing the principal station there. All the hands have been dismissed and the townspeople who travel and the mails are forced to go to the junction station two miles from the village.

25/01/1895 Brockville Recorder Prescott Kemptville

The station on the old St. Lawrence & Ottawa Railway at Kemptville has been closed by the C.P.R. and freight and passenger business has to be transacted at the junction two miles out.

The Advance says the people are very indignant at the government for allowing the C.P.R. to close the lower station. The mail has to be carried two miles to the junction.

11/02/1895 Renfrew Mercury Prescott Kemptville

The C.P.R. has restored to Kemptville the station within the village limits, instead of compelling passengers to go to the Junction two miles distant.

01/03/1895 Brockville Recorder Prescott Prescott

Construction of the Prescott elevator.

--A track from the Canadian Pacific road will be built parallel to the front of the building, passing just within the northerly side and continuing outside on a trestle a sufficient distance to allow a train of empty cars to pass within the building so the cars can be loaded as they are brought back.--More

19/07/1895 Ottawa Free Press Prescott Richmond Road

Messrs. Noah L. Piper and Son, of Toronto, have just completed the work of erecting a set of their patent street gates at the Richmond road crossing of the Canadian Pacific Ry. These gates cover both sidewalks and street, and will be a great protection as there is very heavy traffic on this road.

06/08/1895 Ottawa Citizen Prescott Prescott

The new elevator being built at Prescott should be ready by the end of the month--

21/11/1895 Ottawa Citizen Prescott Prescott

New elevator - description and drawing.

30/04/1896 Ottawa Citizen Prescott Kemptville

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

12/02/1897 Brockville Recorder Prescott Prescott

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

09/04/1897 Brockville Recorder Prescott Prescott

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

03/12/1897 Eastern Ontario Review Prescott Ottawa

Joseph Birch, 27 years of age, a yard man at the C.P.R. station, was killed (sic) Saturday morning in the yard while coupling cars. When the "Soo" train was being made up Birch got between two cars to do the coupling, and the cars coming suddenly together he was caught and so badly that he died in a few minutes. He leaves a wife but no children.

02/02/1898 Ottawa Free Press Prescott Ottawa, Broad Street chaudi

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

12/05/1898 The Record, Chesterville Prescott Kemptville

Burglars at Kemptville.

Blew the safe in the CPR depot but got no money.

Kemptville May 5. Burglars entered the lower CPR depot last night, blew the outer part of the safe all to pieces but failed to get into the cash department. Mr. Cassidy, teamster for Bowen's Roller mill, went to the stable to feed and prepare his team for an early start for Morrisburg. While in the stable the burglars followed him up, locked him in the stable and proceeded with their work. All the plaster is knocked off the station rooms and everything in pandemonium style.

09/06/1899 Ottawa Citizen Prescott White Bridge

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

12/06/1899 Ottawa Free Press Prescott White Bridge

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

15/07/1899 Ottawa Citizen Prescott Ottawa West chaudiere

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes. After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

22/08/1899 Ottawa Free Press Prescott White Bridge

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

26/04/1900 Ottawa Journal Prescott Chaudiere

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

03/05/1900 Ottawa Citizen Prescott Chaudiere

Interview with Tait and Spencer. C.P.R. would rebuild provided they had some assurances that they would not be surrounded by lumber piles again. Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation.

18/05/1900 Renfrew Mercury Prescott Chaudiere

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

01/06/1900 Canada Lumberman Prescott Chaudiere

Article - aftermath of the fire

21/06/1900 The Record, Chesterville Prescott Prescott

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

25/06/1900 Ottawa Citizen Prescott Chaudiere

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

18/01/1901 Eastern Ontario Review Prescott Ottawa

To Connect Stations

Now that the new Union depot on Broad Street, Ottawa, is about completed, the C.P.R., it is understood, is arranging for the construction of its line across the city connecting the western division with the short line to Montreal. It is announced the company intends to apply to the new city council for certain crossing privileges in the construction of the road, but the officials decline to make public at this juncture, any details regarding the proposed scheme.

The C.P.R. has secured options on a large amount of property which was provided for alternative routes if such prove necessary, but the one which is most favored, and which it is likely the city council will be asked to sanction, is that running parallel, for the greater part of the way, with the Canada Atlantic Railway. The necessary options for a line in these directions were secured some time ago and there are many reasons why it should prove acceptable.

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track."

"Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed. When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined:

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon. The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or nor they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

the mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

The battle is ended
Hostilities between railways and the city cease.
There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.
The cases will now go to the courts and will be fought out there.
At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J. Davidson and Ald. Taggart.
Summary of previous account.
The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.
They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.
The Canada Atlantic crossing

Summary
During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police. Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

Discussion about the rights of the railway to cross. CPR had only recently gone to the Privy Council Railway Committee.

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.
The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.
Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.
But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.
City will ask the Railway Committee for a viaduct over Wellington Street.
Case against the Mayor postponed until Saturday.

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.
Railway injunction is being argued in the High Court which decided against the city.

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris.
This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday.
More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains.
The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.
As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.
Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.
The mayor looked at the envelope and then at Mr. Scott and said:
"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."
"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."
"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.
Wording of the undertaking.
His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.
To the police he gave orders that on no account should they allow the tracks to be re-laid.

New C.P.R. crossing has been torn up. Illegible.

At Privy Council Railway Committee Company scores a point. Authorized to cross Wellington Street but to put up gates.

08/03/1901 Ottawa Journal Prescott Wellington Street

Armed policemen guard the crossing - eight of the biggest men on the force are being housed close by and meals provided. Twenty special constables sworn in. Mayor will call out the militia if he can.

Should the railway company attempt to relay the rails the fire bell will ring and a fireman will turn on water. Fireman with a key and hose stationed at the location.

Mayor believes that the Privy Council Railway Committee only has the power to specify the mode of crossing not to authorize the crossing. CPR will install rails when the gates arrive.

08/03/1901 Ottawa Journal Prescott Wellington Street

500 navvies to relay the rails. Mayor has ordered all policemen to be armed and to remain near the centre of the city so as to easily be within call.

11/03/1901 Ottawa Journal Prescott Wellington Street

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

13/03/1901 Ottawa Journal Prescott Wellington Street

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

14/03/1901 Ottawa Journal Prescott Wellington Street

CPR intends to get even with the city by diverting traffic through Smiths Falls.

15/03/1901 Renfrew Mercury Prescott Wellington street

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

18/03/1901 Ottawa Journal Prescott Wellington Street

City wins a second time. Judge refuses to give CPR an injunction.

01/04/1901 Ottawa Journal Prescott Chaudiere

The CPR will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the water works aqueduct by them last year for the purpose of extending their yards.

More

The stone arch was built last summer by the company, but it comes out that the only authority they had for doing so was that given by Ald. Masson and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch which is on civic property.

17/04/1901 Ottawa Journal Prescott Chaudiere

Establishment of the principle that the aqueduct and banks are purely civic property and that upon any future widening of the aqueduct the CPR shall lengthen its bridges at its own cost, is important. More.

09/02/1902 Ottawa Journal Prescott Chaudiere

City Clerk John Henderson, has today received the following letter from Messrs. Scott, Scott and Curle acting for the Canadian Pacific Railway Company. The letter is a claim for \$200. This is for the cost of the bridge across the aqueduct which the mayor ordered to be torn down on the ground that the railway company erected it without the proper authority.

The letter is as follows:-

We are instructed by the Canadian Pacific Railway Company to claim from the City of Ottawa the sum of \$200.00 being the cost of a wooden footbridge erected over the waterworks aqueduct which has recently been demolished by the city officials on instructions, we understand, from His Worship the Mayor. This bridge was constructed with the consent of the City of Ottawa and as the council are doubtless aware, the city had no legal right to destroy it.

"We trust that this amount will be paid forthwith so that legal proceedings to collect same will be unnecessary".

13/12/1902 Ottawa Journal Prescott Prescott

Two trains of raw silk

Their total value is over \$2,000,000

CPR transfer these tomorrow to the New York Central, product of Japan.

The Ottawa division of the Canadian Pacific Railway will handle two trains, totalling in value \$2,000,000 tomorrow from Vancouver by way of Carleton Junction. The trains are loaded with raw silk from Japan for New York and will be transferred to the new York Central Railway at Prescott. The silk was shipped from Japan by the S.S. Empress of India, one of the CPR's big steamers. This is the second shipment of silk to be handled by the CPR within the past six weeks. The last train consisted of six carloads and was valued at \$1,000,000. There was also a carload of seal skins on the same train.

11/05/1903 Ottawa Journal Prescott Chaudiere

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable.

The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

03/07/1903 Eastern Ontario Review Prescott

North Bay, Almonte and Prescott are on the C.P.R.'s list for new stations.

22/12/1904 *Chesterville Record* *Prescott*

John Reynolds, an aged and respected farmer of Oxford Twp. was killed Friday on the St.L&O and his son, Andrew McReynolds, was seriously injured, and now lies in critical condition. The accident occurred shortly after 2 o'clock that afternoon at a crossing known as the Oxford Township Line. The two men were crossing the track in a buggy when they were overtaken by the north-bound passenger train, no. 91. The rear end of the buggy was wrecked and both men hurled from the rig. The elder was killed outright and the son sustained terrible injuries about the head. The train, which had been running at an unusually high rate of speed, was brought to a standstill and backed up. The bodies of the unfortunate men were taken aboard and brought to Kemptville.

20/02/1905 *Ottawa Journal* *Prescott* *Ottawa West*

On the stroke of 1 o'clock this morning fire broke out in the Canadian Pacific roundhouse on the Richmond road, and before it was extinguished damage to the extent of about \$6,000 had been done.

The interior of the central and eastern sections of the semi-circular roundhouse structure was gutted, and six locomotives, which were in the building, were badly damaged. The origin of the fire is unknown.

A staff of cleaners were at work at the time, and it is believed that fire from one of the engines, or from a torch, set fire to the woodwork.

At any rate, the whole interior of the building was soon a mass of flames and an alarm was sent in from box 141, hose wagons Nos. 1, 2, 7 and 8 responding.

The fire fighters made a quick trip to the scene.

The firemen were well directed by Chief Provost, and streams were seen playing on the on the inside and the outside of the burning building.

The big Waterous engine Canada was used for the first time and Chief Provost stated today that he was well pleased with the test it was given.

Had the new steamer not been used the chief is of the opinion that the whole roundhouse would have been totally destroyed. The big steamer provided plenty of pressure. The firemen experienced some trouble in getting the hoses between the locomotives but altogether the blaze was well handled.

When the fire broke out the engines began to move out of the roundhouse, and there was much commotion, many of the locomotives blowing off steam with their whistles going full blast. The ball bearing turntable proved of great facility in the shunting around of the locomotives from track to track.

At the time the fire broke out there were thirteen locomotives in the roundhouse. Seven of these were taken out. The most valuable passenger engines were removed.

The six locomotives damaged have been for some time used on passenger and freight trains and the damage to them consists mainly of the destruction of cabs and rear portions and can be repaired.

The loss on the building will amount to about \$1,000. The damage to the rolling stock is covered by insurance.

10/07/1905 *Ottawa Journal* *Prescott* *Chaudiere*

Blaze at the freight sheds

Early on Saturday morning the roof of the C.P.R. freight sheds caught fire and damage to the extent of \$100 was done. The fire is supposed to have happened from the spark from an engine.

An alarm was sent in from box 54, and the firemen from No.4 and No. 5 stations extinguished the blaze.

29/10/1906 *Ottawa Journal* *Prescott*

Funeral of Mrs. H.B. Spencer. Special train from Union Depot to Prescott.

02/01/1908 *Chesterville Record* *Prescott* *Prescott*

The first monthly payment to the employees engaged in the very extensive improvements being made by the Canadian Pacific Railway to their yards in Prescott has just been received by the employees for the month of November, amounting to about \$7,000. It is stated that the Canadian Pacific are to spend for the above improvements some \$150,000. They are to remodel their yard to accommodate the increasing business at this point, and are building a large car slip for the new car ferry, Charles Lyon, which is being completed by the Polson Iron Works, Toronto at a cost of \$250,000, and which it is expected will be in commission transferring cars to and from the New York Central, Canadian Pacific and Rutland Railroads at Prescott and Ogdensburg next month.

02/04/1908 *Chesterville Record* *Prescott* *Ottawa*

The big trestle at the south east entrance to the city (is this on the approach to the Rideau River?) is to be all filled with earth and concrete supports, while the remainder of the big trestle on the Hull side of the Ottawa River at the Interprovincial Bridge is to be filled in. This will give employment to several score men and will take about six weeks. This work is to be done as a precautionary measure.

02/04/1908 *Chesterville Record* *Prescott* *Prescott*

At Prescott the entire railway yard is being changed involving the expenditure of some \$200,000. A new brick station is to be built and the foundation is already under way. It will be a handsome and up-to-date structure. The sidings will hereafter accommodate some three times as many cars as formerly, but the whole yards are not to be taken up in tracks. A small pond has been filled in to give more room and it is proposed to store 150,000 tons of coal. Altogether 250,000 tons of coal will be handled during the months of navigation on the St. Lawrence River there from April 1st and this means practically 2,000 tons a day. All of which is going some.

25/12/1908 *Renfrew Mercury* *Prescott* *Prescott*

A large sum of money has been spent by the C.P.R. in yard improvements at Prescott. The capacity of the yard is doubled, and the coal plant, with accommodation for 100,000 tons, is said to be the finest between Montreal and Port Arthur.

12/04/1909 *Ottawa Journal* *Prescott* *Prescott*

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

16/04/1909 *Eastern Ontario Review* *Prescott* *Prescott*

There was a fire in the C.P.R. roundhouse at Prescott which destroyed three engines and much other rolling stock. The loss will be some \$10,000, fully covered by insurance.

16/09/1909 *Chesterville Record* *Prescott* *Prescott*

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

14/10/1909 *Chesterville Record* *Prescott* *Bedell*

The name of Kemptville Junction has been disbanded and will in future be known as Kempton.

11/11/1909 *Chesterville Record* *Prescott* *Osgoode*

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it.

Also in the Renfrew Mercury 12 November.

22/12/1909 *Ottawa Journal* *Prescott* *Wellington Street viaduct*

The Wellington Street Viaduct will be formally thrown open to public traffic tomorrow afternoon. More. Picture.

24/02/1910 *Chesterville Record* *Prescott* *Prescott*

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.

12/04/1910 *Ottawa Journal* *Prescott* *Ottawa West roundhouse*

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable.

Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops.

On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

More.

21/04/1910 *Chesterville Record* *Prescott* *Ottawa West*

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

12/07/1910 *Ottawa Journal* *Prescott* *Wellington St. Viaduct*

C.P.R. puts on its plate.

Advertising pays, at least the C.P.R. is clearly of this opinion.

On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:

BUILT

BY

C.P.R.

1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also though the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

11/08/1910 *Chesterville Record* *Prescott* *Manotick*

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray.

About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

29/09/1910 *Chesterville Record* *Prescott* *Prescott*

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

24/08/1911 *Chesterville Record* *Prescott* *Prescott*

Eight cars of silk en route from Japan to New York, were ferried across the river from Prescott to Ogdensburg on Friday. The silk is valued at \$1,000,000 and the journey from Vancouver to Prescott was made in four days. Jager Schmidt, a reporter for a Paris newspaper, who is endeavoring to circle the globe in forty days caught the special at Vancouver and left it in Smiths Falls in the hope of catching a ship at Montreal or Quebec in order to complete the trip within the time limit.

04/01/1912 *Ottawa Journal* *Prescott*

Account of the hearing about poor service on the Prescott line.

10/01/1912 *Ottawa Journal* *Prescott*

Order to be issued today by Board - C.P.R. to improve service on line. Article.

25/07/1912 *Chesterville Record* *Prescott* *Prescott*

Four carloads of Chinese silk were ferried across the river from Prescott Friday. The consignment arrived at Vancouver on the steamer Empress of India on July 13th.

01/08/1912 *Chesterville Record* *Prescott* *Prescott*

A consignment of four cars of Chinese silk, valued at \$400,000 which was ferried across from Prescott to Ogdensburg, en route to New York, was brought from China to Vancouver by the steamer Empress of India, and was rushed across the continent in less than five days.

21/11/1912 Ottawa Journal Prescott Prescott

The freight sheds of the Canadian Pacific Railway at Prescott were destroyed last night by fire. A large quantity of freight was lost and damage is estimated at \$40,000.

Police are investigating a report that the fire was started by an incendiary.

28/11/1912 Chesterville Record Prescott Prescott

Shortly before midnight on Wednesday last week fire broke out in the CPR offices and freight sheds at Prescott and in less than three hours the large frame structure, with its contents, was completely destroyed together with nine box cars on the freight shed siding loaded with general merchandise. In one end of the sheds were stored 200 tons of coal, which were destroyed. The heavy losers are the CPR, the Canadian Customs and the R&O Company suffered somewhat by having their offices destroyed. The extent of the damage is roughly estimated at from \$60,000 to \$75,000.

04/04/1913 Ottawa Journal Prescott Ottawa West water

The C.P.R. is taking steps to curb the abuse of their artesian well, which is situated in the company's roundhouse, from certain persons who take the water away for the purposes of selling it. More.

11/04/1913 Ottawa Journal Prescott Ottawa West

Problem of smoke emissions from the C.P.R. roundhouse at the Union station.--

03/05/1913 Ottawa Journal Prescott White Bridge

The new C.P.R. bridge over the Rideau river a mile below Hog's Back has been practically completed. It is a low black bridge and the piers used for the former structure have been used.

The bridge is on the Prescott line of the Canadian Pacific.

18/08/1913 Ottawa Journal Prescott Rideau Canal

Hand car plunges into canal - see accident file.

25/12/1913 Chesterville Record Prescott Prescott

Freight valued at over 1 million dollars was transferred from the CPR across the river to the NYC railway at Prescott on Friday when eleven car loads of silk from China was hastened to its destination.

The goods were only six days out from Vancouver, where they arrived on the 10th by the steamer "Empress of India", and consisted of 8 cars of raw silk and 3 cars silk goods.

This is one of the largest consignments ever sent across the border from this point.

10/02/1914 Rideau Record Prescott Merrickville

Hurt in Runaway

Miss. Row of Smiths Falls was quite seriously hurt in a runaway accident at Merrickville Thursday evening. She had been visiting her niece and was riding in the omnibus to the station to take the train home. The driver left the horses standing outside a hotel while he went in for passengers and they ran away. It was a large closed sleigh and Miss. Row opened the door at the end and jumped out. In falling on the icy street she broke an arm and was otherwise injured. She was taken back to her niece's home where she is being taken care of. The horses ran to the station where they turned around, upsetting the sleigh, and getting free from it ran out into the country where they were caught unhurt.

12/02/1914 Rideau Record Prescott Kemptville

Hand Cut Off

Mr. Samuel Martin, the well-known commercial traveler of Kemptville, suffered a very serious injury at his hometown last evening. He was in Smiths Falls during the day and left for Kemptville on the fast express in the afternoon. This train does not stop at Kemptville but slows down at the diamond near the station and it seems that Mr. Martin has been in the habit of taking it and jumping off rather than to wait for the local fifteen minutes later. In jumping yesterday he slipped and fell between the train and the platform. He lay still, it is said, until he thought the train had passed and then put out his left hand to get up.

Unfortunately he was a few seconds too quick and the wheels of the last truck of the last car went over his hand, severing it completely except the thumb.

26/02/1914 Chesterville Record Prescott Prescott

Another rich consignment of raw silk, silk goods and linen from China arrived at Prescott Friday morning en route via Ogdensburg to New York City. It consisted of nine carloads and was brought over the Pacific by the steamship Monteagle, which docked at Vancouver, BC, Feb. 8 at 8.35 p.m. the shipment started for the east at 4.50 a.m. the next day and arrived at Prescott Friday at noon. There were 455 cases of silk goods and linen valued at \$107,200 and 173 bales of raw silk worth \$804,020.

09/04/1914 Rideau Record Prescott

Tried to Wreck Train

Two young men giving the names of Aurther Sutton and Wm. Evans and claiming Carleton Place as their homes were before police Magistrate Sparham yesterday on a charge of attempting to wreck a train on the C.P.R. Sectionmen on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smiths Falls early yesterday morning and after clearing them away made a run up the line on their handcar in quest of anyone trespassing on the right of way. They saw two men on the track ahead of them, who as soon as they saw the handcar bearing down on them took to the woods at Numogate. The sectionmen gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train and were committed for trial by the magistrate.

(Actual date not recorded).

24/04/1914 Eastern Ontario Review Prescott

Railway Construction

(A?) number of men are engaged in laying heavier rails on the Prescott and Ottawa branch of the C.P.R. The rails used on this branch line are sixty-five pounds to the yard and those being laid now weigh eighty pounds a yard. The great train loads of ballast carried from Osgoode pit over this line during the summer and the use of heavier engines has necessitated this change of rails. Formerly this heavy weight passing over the light rails broke many ties since the flange of the rails was narrow. The eighty pound rails have a much wider flange and will not injure the rail.

12/03/1920 Ottawa Journal Prescott Ottawa West

CPR threatens to pull out of Ottawa West and move facilities out of town if the city doesn't quit complaining about smoke problems. Controller Cameron says that Bayview Avenue residents cannot hang out their laundry due to cinders.

16/01/1921 Eastern Ontario Review Prescott Merrickville

James Babcock, of Smiths Falls, a well-known engineer on the C.P.R. fell from his engine near Merrickville one day last week and was found with a fractured skull alongside the track.

12/08/1921 Eastern Ontario Review Prescott

Prescott

Twenty-four car loads of raw silk from Japan valued at \$6,000,000 were ferried across the river from Prescott to Ogdensburg and after being inspected by the customs staff were forwarded to New York by special train.

21/01/1922 Ottawa Journal Prescott

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

ENGINEER DEAD, SCORE HURT IN WRECK ON C.P.R.

Local on Way from Prescott to Ottawa Derailed With Fatal Results

ENGINE AND FOUR CARS DITCHED NEARING CITY.

One man, Engineer Holland Edward White, of Prescott, was killed and 21 persons were injured, many only slightly, when the C.P.R. Prescott to Ottawa local was derailed near Ellwood, five miles south of Ottawa, at 4.35 Saturday afternoon. The engine, tender, baggage and mail cars and two passenger coaches plunged down a 15 foot embankment and Engineer White died with his hand on the throttle. Six people were among the injured. A defective rail caused the wreck.

The following are among the casualties

Details omitted

Broken rail the cause

A broken rail caused the wreck of the train according to an official statement issued by Divisional Superintendent H.B. Spencer of the local office C.P.R. last night. The statement was issued after a thorough investigation of the scene of the accident. Mr. A. Price, General Manager of Eastern Lines, who along with some assistants left Montreal on the first train after receipt of the news of the accident and arrived in Ottawa at 11.15 Saturday night. They left at once on a special car and made a thorough examination into the wreck.

Official statement

The statement follows:

"At 4.35 p.m. Saturday, January 21, C.P.R. train Number 553 Prescott to Ottawa, was derailed about five miles south of Ottawa. The train consisted of engine, mail and express baggage car and three coaches. The train was in charge of Engineer H. White and Conductor John Young. The engine turned over and Engineer White was killed. Fireman George Elliyo and Dominion Express employee Arthur Naud were slightly injured. There were also six passengers who were taken to the St. Lukes and Water Street hospitals. They were all reported on Sunday as doing well their injuries not being of a serious nature. Several other passengers were injured but did not require hospital treatment. Relief train with doctors and nurses was immediately despatched from Ottawa and passengers were soon brought in. Mr. A. Price, General Manager of Eastern Lines, immediately proceeded to the scene of the accident from Montreal and thorough investigation shows that a broken rail was the cause of the accident."

Mr. Price Discusses Causes

Mr. Alfred Price, General Manager, Canadian Pacific Railway, eastern lines, Montreal accompanied by Mr. J.E. Armstrong, assistant chief engineer and Mr. A.N. MacKenzie, maintenance of way engineer, arrived in Ottawa from Montreal at 11.15 Saturday night and at once proceeded to the scene of the wreck. After investigation Mr. Price gave out the following statement to The Journal.

"The cause of the wreck could not be ascertained until daylight when we found that a hidden defect in one rail had caused it to break under pressure. The engine was the first to leave the rails and travelled some distance on the hard smooth roadbed before it toppled over into the ditch.

"The train could not have been travelling at a high rate of speed as it was too close to a switch and to Ellwood station. It was going at about 25 miles per hour. The equipment is not badly damaged. All of the working parts of the engine are in order which removed any possibility of the accident having been caused from this quarter. There was no evidence of a spread of rails having caused the accident.

"We will attribute the wreck to one of those unaccountable defects for which we can blame nobody and which we are unable to explain in an altogether satisfactory manner. Cold weather often has a bad effect on steel and causes it to become very brittle."

The Heroic Engineer

"Jump for your life," cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere) Junction. Elliott leaped from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment. With a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.

The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker which came immediately behind the mail coach did not leave the roadbed.

Although there were 175 passengers on board, it is marvellous that only 21 were injured and most of these but slightly.

That the second class coach didn't follow other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan.

Brakeman saves One car

He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, as there were 80 passengers in this coach.

The accident occurred with such suddenness that few passengers realized their great danger. The train was going between 25 and 30 miles an hour. The passengers were a jolly crowd, many coming here on a visit and others homeward bound. The tall spires of the city churches and towers of Parliament Buildings shining in the late afternoon sun were a welcome sight to the passengers on that high ground as they prepared to put on their wraps and get their grips ready when the wreck occurred.

On the train were Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, coming to Ottawa to attend the funeral on Tuesday of Archbishop Gauthier.

The news spread quickly throughout the city, and when the special relief train brought in the injured and other passengers at 7 o'clock there was an enormous crowd of anxious watchers and friends at Union Station.

Holland Edward White, the brave engineer who lost his life with his hand on the throttle, was 47 years old. He leaves a wife and seven children, the oldest of whom is 18 and the youngests four, at his home in Prescott, where he had gone from here a year and a half ago. He was affectionately known as "Holly" among his fellow workers. He was a member of the I.O.O.F. and the B. of L.E. His father-in-law is Mr. Alex Roger, a retired engineer of Westboro.

Came Suddenly

The derailment came with such suddenness that no one had a clear recollection of what had happened. The train was travelling about 30 miles an hour about half a mile south of Ellwood station. A horrifying scraping and grinding of metal parts was the first warning the passengers had. Then came a nerve-racking bumping, followed immediately by the coaches being toppled into the ditches on either side of the track. For several minutes there was a confusing tangle of passengers. Those sitting on the right side of the coaches were hurled to the opposite side and on the came a shower of hand baggage, parcels, seat cushions and debris of the coaches. For a brief period following the derailment there was a stillness that was most depressing to those who had fortunately been in the smoking car which did not leave the sleepers. Suddenly the air was pierced by a woman's cry, which was followed, in rapid succession by many others.

The rescue work was soon commenced and the train crew was augmented by many men, including members of the Perth hockey team. The women and children were extricated first and then the male passengers were taken out. Brakeman Riordan ran to Ellwood, where he reported the accident and was advised that a rescue train would be made up and sent to the scene with the utmost despatch. Within an hour all the passengers had received medical assistance and had been placed in the relief train.

The scene at the wreck was terrible. Nearly 500 feet of track had been torn up and the marks of the wheels on the snow covered ties were quite plain. At first it had been thought that a spread of rail was the cause of the disaster. Close examination brought out the fact that the wreck was due to a defective rail.

Superintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be reached, but the officials at that time were more concerned over comfort of the passengers.

30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to

"buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

The two first class coaches at the rear lurched to the opposite side of the track and toppled down the 15-foot embankment coming to a stop in the ditch. The smoking car was on a high culvert and, if it had been precipitated to either side there would have been a perpendicular drop of at least 15 feet to a small creek. There would probably have been a heavy casualty list as this coach had about 80 passengers in it.

The scene at night when the wrecking crew was busy clearing the line was memorable. The damaged area was brightly lighted by white, red and greenish colored flares. On the left, as one faced Ottawa, two heavy coaches were resting on one side. The windows had been smashed in and the doors wrenched from their hinges. On the right the mail and baggage cars were also in the ditch, and immediately ahead was the overturned engine and tender. The only part of the locomotive visible from the tracks were the wheels, while the cab, smokestack and other parts on the top of the engine were buried in the ditch. As soon as possible trainmen attacked the buried cab and tenderly took out the body of their fellow-workman, Engineer White, who had died while faithfully performing his duties.

Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer.

While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

The train is officially known as No. 553 and makes a round trip from Prescott to Ottawa daily. At Bedell, many passengers from Montreal and Toronto trains. Who were on route to Ottawa, were taken on.

Hockey Teams Aboard

The Smiths Falls and Perth hockey teams, which were scheduled to play Victorias and Munitions, respectively in the Rideau group at the Rideau rink Saturday night, were on the train. The Perth hockeyists went into the smoker, but the Smiths Falls team would not join their rivals and entered a first class coach. The medicine town youths, although shaken up, were able to fill their engagement at the rink, but the Smiths Falls team was crippled through injured received by Charlebois and naud, their regular defence players. The latter is an employee of the Dominion Express Company.

The wrecking crews from Ottawa and Smiths Falls worked from both ends of the wreck. The track was repaired and two coaches had been raised at 8 o'clock Sunday morning. The heavy snowstorm was a serious handicap, and Superintendent Spencer decided to halt operations until this morning. The baggage cars and engine will be raised to the tracks sometime today, but ordinary traffic was given the right of way.

Relief Train

Within the remarkably short period of 32 minutes after word was received in Ottawa of the wreck, Mr. H.B. Spencer, divisional superintendent of the C.P.R. in Ottawa, was on the scene with relief train and a staff of doctors and nurses. Owing to the somewhat isolated location of the wreck it was not until 5.07 that Mr. Spencer, who was at his house, was notified.

Realizing at once the necessity of quick action Mr. Spencer phoned Broad street yard officials to have his private car and a relief train ready within 15 minutes and then took a taxi to the station. Doctors J.F. Kidd, H.B. Moffat, W.E. Cavan and D.T. Smith were communicated with and told to come at once to the C.P.R. Broad street yard and bring a nurse.

Mr. Spencer was ready to pull out at 5.30 but was forced to wait five minutes for the medical men to arrive. The relief train in charge of Conductor J. Crawford and Engineer H. Matthews, pulled out at 5.35 on its errand of mercy and, travelling at 45 miles an hour, the whole party reached the scene of the wreck at 5.45, exactly 3 1/2 minutes after the news reached Mr. Spencer.

The doctors and nurse at once commenced work among the injured and for almost an hour they were busy applying bandages and helping the wounded. Those who were injured had been gathered in the second class coach which remained upright. Stretchers and large quantities of medical supplies and warm blankets formed part of the equipment of Mr. Spencer's private car and everything possible was done to ease the suffering of the other passengers.

After everything possible had been done for the wounded they were transferred on stretchers to the relief train and with the uninjured passengers were brought into Union Station where nurses and ambulances were ready. The relief train arrived in Ottawa just two hours after the schedule time for the Prescott train. It was composed of three coaches and a baggage car.

Working All Night

Mr. Spencer's private car remained on a siding all night and was the temporary headquarters for all work. A wire was at once strung and within an hour of his arrival Mr. Spencer was in communication with President Beatty of the C.P.R. in Montreal, and gave him a private report on the wreck. Instructions were then given for a wrecking train to proceed from Smiths Falls so that all night long huge wrecking trains were at work north and south of the wreck removing debris and clearing the right-of-way. Two cars were rerailed.

An auxiliary train from Ottawa also left about six o'clock, in charge of Conductor J. Kelley and Engineer Geo. Dupuis.

"Our first care was for the injured and not until we had taken care of them did we commence the work of salvaging the property and clearing the track," said an official of the C.P.R.

There was very little confusion as the result of the wreck, and only two trains were delayed behind schedule time in their arrivals and departures from Ottawa. One was the incoming train from Toronto, due at 9.30 and which was 25 minutes late, and the other was the Prescott local which leaves Ottawa at 5.25 but which was detained to 8.00 o'clock

News of the wreck reached St. Luke's Hospital at 5.35, and steps were immediately taken to accommodate the cases. Mr. Fred Taylor, the superintendent, kept the whole day staff to handle the sufferers, not knowing whether there would be a few or a hundred. Although the hospital was already full of patients, the authorities were ready to put a number of cots in the hallways for the slightly injured cases, and if necessary, to move out minor cases of illness. Drs. J.F. Kidd, H.B. Moffat and W.E. Craven. Who had gone to the scene of the accident accompanied the first patients to the hospital.

At 7.30 the first accident cases began arriving in Wodburn's and Burney's ambulances. For a while the scene reminded the overseas nurses in the hospital of war hospital days when strings of ambulances delivered their freight of human wreckage after a big "drive". Everyone at the hospital was ready for the cases, and the seriously injured were packed in beds. The minor cases were taken straight to the X-ray room, where plates were made of their injuries, and then they were allowed to go to their respective destinations after first aid had been administered. By 10.30 the injuries of every person who had been brought to the hospital had been examined. The X-ray room staff worked nearly all night developing plates.

As news of the accident spread through the city, hundreds of enquiries were received at the hospital. Relatives and friends of the injured were given free access to the hospital and every assistance was given them to converse with the injured patients. The efficient manner in which the hospital authorities handled the cases drew many favorable comments both from patients and their friends,

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and

shouts filled the air.

The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers.

More on p 15

27/01/1922 Eastern Ontario Review Prescott Ellwood

CPR engineer dies in wreck near Ottawa ; Eighteen injured

Prescott Ottawa train runs off the track - Engineer H.E. White scalded to death in locomotive cab - Fireman saved his life by jumping
Ottawa, Jan 22 - engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood station and 7 miles from Ottawa at 4:45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, engineer White was scalded to death by escaping steam and water. Fireman George Elliot, Prescott, saved his life by jumping

List of the injured omitted

A relief train from Ottawa brought the injured into the city and they were immediately removed in ambulances to local hospitals. Although the exact cause of the accident was not determined, it was believed to have been due to a spread rail. A peculiar feature of the crash was that while the engine, mail and package cars fell one way down the fifteen foot slope, the next car, a passenger, remained on the track, while the two other coaches went over the embankment on the opposite side.

03/02/1922 Eastern Ontario Review Prescott Ellwood

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville passengers. When the coach took to the ditch the crate was thrown from one rack to another across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

08/02/1922 Ottawa Journal Prescott Ellwood

JURY UNABLE TO FIND CAUSE OF DERAILMENT

That engineer Holley E. White came to his death through scalding by live steam when train No. 553 of the C.P.R. was derailed near Ellwood. on January 24. was the finding of the jury last night. "We are unable to discover the cause of the derailment," was added to the verdict.

Chief among the witnesses was fireman. Geo. Elliott, of Prescott. He stated he was thrown out of the engine cab by the lurching of the train. The engine was running along about 30 miles an hour. Previous to this about half a mile before Ellwood Engineer White tried his brake and found them all right. The first indication he had that something was wrong was the jolting of the engine on the ties. He had no theory as to the cause of the derailment.

Other witnesses examined included, Samuel Jeffrey, 86 Preston street, the roadmaster, and Harold Amy, 478 Gilmour street, the divisional master mechanic, both of whom testified to the condition of the road and the engine.

Dr. J. H. Kidd. who examined the engineer, said he came to his death, from scalding.

15/03/1922 Ottawa Journal Prescott

A 2 column story about the planned Wellington Street viaduct.

The City of Ottawa wants Toronto/Ontario Government to authorize Ottawa raising \$100,000 to pay for its share of the Wellington Street viaduct. Both Canadian Pacific and Grand Trunk say that this is a useless expense, and there is no need for a bridge at Wellington Street. (Of course, they don't want to pay their share!!)

05/05/1922 Ottawa Journal Prescott Bovesville Road

Further to our notes regarding that bridge over Bovesville Road, now Riverside Drive, under which today's O-Train runs. It was an article of several paragraphs, but the gist of the article was: A new timber trestle is to be constructed at the Bovesville Road where the tracks cross the Prescott Subdivision. Several car crashes have occurred on the current structure due to the curve that the bridge roadway is on, an old winding bridge is there now.

14/08/1926 Ottawa Citizen Prescott Kemptville

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

23/05/1927 Ottawa Journal Prescott Ottawa, Broad Street

Twenty-nine of the 53 bells for Canada's carillon arrived in Ottawa from Montreal this morning, and shortly after one o'clock the second largest, weighing about eight tons, was placed into position to be hoisted from the ground into the Victory Tower.

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The largest bell, which weighs 10 tons, will be brought from the Broad Street station as soon as the eight ton bell is hoisted to its place. More.

13/03/1928 Ottawa Citizen Prescott

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable diamond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officials and the search began.

The vacuum cleaner failed to locate it although the exact place where the lady had been sitting had been described. next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his light he finally detected a gleaming object which he discovered to be the stone sought. The grateful lady received her gem the same day.

26/06/1930 Ottawa Journal Prescott Prescott

CPR is building a new building at Prescott Ontario to house the freight shed, freight office, and the offices of the ferry service over to Ogdensburg NY.

Freight foreman was found dead in railway car.

Believed to have been rendered unconscious by a fall through a hatch at the top of a refrigerator car and while in this state to have succumbed to carbon monoxide fumes, Samuel W. Colbert, 500 Lisgar street , aged 42 years, C.P.R. freight shed foreman at Hull West, was found dead in the car in the Broad street yards. The tragic discovery was made shortly after four p.m. yesterday by Wiliam Tilson and John Burkhill, car inspectors, as they were checking over a freight train prior to its departure for Toronto.

Dr. I.G. Smith was called and pronounced the man dead. Coroner J.E. Craig M.D. was then notified and had the body removed to Burney and Sons parlour, where an inquest was called this morning and adjourned until Wednesday evening at the police station at 8 o'clock.

Colbert had not been seen around since early in the afternoon but no anxiety was felt as his duties took him nearly all over the Hull West yards. It was part of his duties to superintend the heating of refrigerator cars in winter to prevent goods in transit from freezing. The heaters, charcoal burners, are installed in the ice boxes of the cars.

The car in which Colbert lost his life came from Saint John N.B., and its destination was Toronto, but through a misunderstanding it came to Hull instead. It is believed that while inspecting one of the heaters Colbert lifted the cover off one of the hatches on top of the car, which is the usual entrance to the ice box, and in some manner unknown fell inside and was rendered unconscious by the fall. There was a bruise under his chin, apparently caused by the fall.

The circumstances which led to his discovery was the two car inspectors swinging the hatch at the top of the car open, On climbing to the top and looking inside they saw Colbert lying prostrate, partly over the heater in which a sow fire was burning and from which gas fumes were escaping. They immediately drew him out in the open and used every effort to revive him but without success.

Native of gatineau

The late Mr. Colbert was born in the Gatineau district and lived the greater part of his life there. He came to Ottawa from Hull six years ago and had been a resident of the Capital ever since. In fraternal societies he took a prominent part, being a member of Eddy Lodge, A.F. and A.M. No. 41 and of the Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees No. 1161.

Surviving are his widow, formerly Annie Amelia Whates and one son, both of Ottawa.

The funeral service will be at his home, 500 Lisgar street on Monday January 19, at 2 p.m. Interment will be in Beechwood cemetery.

15/08/1932 *Ottawa Citizen**Prescott*

R.W. Bottrell had notable career as railway engineer.

Started work behind throttle when only 19 years of age. Fast run recalled.

Richard W. Bottrell, who began his career with the Canadian Pacific Railway at the age of 19 years as an engineer, died this morning at the home of his son, George Bottrell, 21 Aylmer avenue, following an illness which lasted since April. Mr. Bottrell was 65 (should be 69) years of age.

Born in Quebec city, Mr. Bottrell had made Ottawa his home since 1868 and was one of this city's best known citizens. His record with the C.P.R. until his retirement in 1922 was an enviable one.

At 13 years of age in 1876 the future engineer became imbued with the spirit of adventure, and crossed the border into New York state, After filling various jobs of which he was capable at that time for about a year, he returned to Canada, finding a job as an apprentice in the Q.M.O and O. shops.

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was 15 years of age.

A year later the boy heard of an opening on the Q.M.O. and O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as old No. 1, known as the "De Boucherville". The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. and O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line. His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882, he was promoted to the position of fireman on the Ottawa-Pembroke passenger train. When not quite 20 he was given an engineer's job in yard service in Ottawa, which position he held for about a year.

Fast run recalled.

When the Soo branch of the C.P.R was finished in 1885, Engineer Bottrell was given a passenger train between the Soo and North Bay. In later years he had all the best runs on the C.P.R. including the Montreal-Ottawa short line. It was on the latter run that he made the trip between Vankleek Hill and Ottawa, 55 miles, in 46 minutes. One one occasion he left the old Union station at the Chaudiere for Montreal with 13 coaches on the Winnipeg -Montreal train. The train left the Chaudiere at 5.15 and arrived at Montreal at 7.38, two hours and 23 minutes later.

In 1904 he was sent as an Ottawa district representative to the Brotherhood of Locomotive Engineer's convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for 6 years. Some years ago the B of LE awarded Mr. Bottrell a long service badge for his 44 years of membership with the order.

The veteran engineer was a member of St. Luke's Anglican church and the Oddfellows order. Surviving are one son, George: two daughters, Mrs. W.D. Davis, Windsor, Miss Lulu Bottrell, Sault Ste. Marie, Ont: two sisters, Mrs. J.W. Borrett, Toronto, and Mrs. Eric Carruthers, Ottawa, one brother, F.A. Bottrell, C.P.R. engineer at Moose Jaw; one grandson, John Franklin Bottrell, and his daughter-in-law Mrs. George Bottrell.

15/02/1935 *Ottawa Citizen**Prescott*

The building of the Bytown and Prescott Railway was a great boon for the farmers along the route. In the first place it meant ready money for those whose land was crossed or bisected by the rails. While the road was being built the farmers and their sons got work on it. The pay was only 80 cents per day, but 80 cents was a lot of money in those days. After the road started running the farmers found a ready market for wood from their bush lots - fuel for the old wood-burning engines. They got a dollar per cord delivered at the station platform.

Locomotive fireman of eighties had many mean tasks to perform

Veteran railroader recalls customs of fifty years ago.

George W. Hawley draws on memory to recount tales of hardship, snowbound passenger trains and slow moving freights, tells of fishermen's paradise at Chalk River and of the big ones that didn't get away, relates an amusing partridge story.

Looking back upon forty-four years of railroading in the Ottawa district, Mr. George W. Hawley, of 346 Cambridge street, who entered the employ of the Canadian Pacific Railway in 1883 and retired on pension in June 1927, throws some interesting light on the life and experiences of a railroader in the days of "pony" engines and slow-moving passenger trains. Mr. Hawley's reminiscences should prove fascinating to the younger generation of readers and revive memories, both pleasant and unpleasant, for those readers who began their railroad careers under just such conditions as Mr. Hawley describes.

George Hawley, who has 74 summers to his credit and is still as agile as a cricket, is not a native of Ottawa or the Ottawa district. He was born in the year 1862 near the village of Cardinal, in Edwardburg township and has many interesting memories of life and conditions in that district in his childhood days. Some of them are related in a separate story on this page.

'Twas on the 26th of March, 1883, that Mr. Hawley got word to come to Ottawa and begin his railroad career with the C.P.R. He was slated to commence as assistant mechanic in the machine shops located near the old 3-stall roundhouse, which was built and used by the Quebec, Montreal and Occidental Railway - later taken over by the C.P.R.

In those days, when labor was not as plentiful as it is today, a smart mechanic didn't have long to wait for promotion to a higher position. And so, after slaving in the shops for seven months - with long hours and comparatively little pay - young Hawley found himself elevated to the more dignified and more lucrative position of fireman.

Before we leave the shops and go on with Mr. Hawley's story of his experiences as fireman and later engineer, let us recall the names of some of those employed in the Ottawa Division (C.P.R.) in the eighties. Johnny Dewar was foreman of the shops and William Cross was master mechanic. Among those who "ran" out of Ottawa were Isaac Schofield, Joe Burke, Ab Hudson, Bill Christie, Joe Jackson, James Barr, Dave Kelley, Charlie Eldridge, Charlie Bellamy, Jack Dudley, Fred Rowe, Bill Golden and Hughie Richmond.

When the narrator of this story arrived in Ottawa in '83, he secured lodgings in the home of the late William Hill, on Sherwood street. Hill was the official lamplighter for Lebreton Flats. In those days the streets were lighted with naphtha lamps and it was Hill's job to start out bright and early each morning and fill the lamps so they would be ready to set aglow at night. Readers who lived in that section of the city in the eighties will undoubtedly recall seeing Hill driving through the streets with a cart on which was mounted a barrel of naphtha, a ladder with which to scale the lamp posts and a bag containing lamps, wipers, wicks and other paraphernalia.

The life of a railroad fireman was no sinecure in the eighties, Mr. Hawley informs us. The firemen of those days had plenty of the dirty work to do - work which is now done in the shops or through mechanical gadgets which require only the pulling of a lever. For instance, the fireman was required to crawl under his engine and clean out the ashpan with a hoe: it was his business to see that all brass, inside and outside, was thoroughly scoured every day; it was his business to fill the oil cups, lubricators, etc., and it was his business to do a dozen and one other things from which present firemen are exempt.

There were then the discomforts of piloting an engine. There were no side curtains to keep out the snow in winter and the rain in summer. Little provision was made for combatting snowstorms, with the result that running schedules were slowed up considerably and much valuable time was lost. To illustrate this point Mr. Hawley told the following story:

"I remember one time we started out from Ottawa about five o'clock in the evening with a passenger train pulled by two engines. When we were two miles east of Almonte we ran into a heavy snow storm; the snow was up to the footplates of the engines. We plowed through it for a short distance and finally stalled. There we stayed until eight o'clock the next morning when a crew was sent from the city to dig us out.

"No, the passengers didn't freeze to death. In those days each passenger car was equipped with a little coal-burning stove called a Baker heater. The cars were small compared to present day coaches and it didn't require a very big stove to heat them.

"A railroad engineer received the munificent sum of \$1.10 a day, and no matter how much overtime he put in there was no extra compensation. It would take anywhere from ten to twenty hours for a freight train to get from Montreal to Ottawa. The engines of those days would pull between eighteen and twenty freight cars; giant locomotives of today have a pulling power of between seventy-five and one hundred freight cars. Faster time might be made in the old days but for the fact that we had to stop every twenty miles to take on water; present day tenders will go over a division - 120 miles - without having to stop for water.

Mr. Hawley fired the first through time-billed passenger train of the C.P.R. from Montreal to Vancouver, in June 1886, taking it from Ottawa to Chalk River. The engineer on that occasion was Alexander Rogers. The following year - May 1887 - Mr. Hawley was promoted to engineer, and was at the throttles of C.P.R. locomotives from that time until he retired on pension on June 30th, 1927.

Great fishing

The railroader who was fond of fishing and hunting never found time hanging heavily on his hands at Chalk River, according to Mr. Hawley. The lakes and small streams in that vicinity simply teemed with fish "that were fish" and the woods round about were alive with partridge and deer. A few hours fishing would net a man almost more fish than he could carry home.

Mr. Hawley tells that one day he caught seven maskinonge, weighing ten pounds each, and two black bass weighing five to six pounds each. Other railroaders of the eighties and nineties who fished the lakes and streams above Chalk River could undoubtedly match this story. It wasn't necessary to have fisherman's luck in those days.

One day, while angling in a lake near Chalk River, Mr. Hawley landed a ten pound pike which had swallowed a sucker thirteen inches long.

And here is a good one to wind up this part of Mr. Hawley's reminiscences:

"One morning we were going up the Castleford grade, between Carleton Place and Renfrew, when the brakeman, Ed Parke, spotted a partridge standing on a log just inside the railway fence. He hopped off one of the cars near the front, ran back to the van, got a gun and killed the partridge. A few hours later he confided the tale of his achievement to me. That night I came down with a light engine, stopped at the spot where Parke said he had shot the partridge - and next day there was meat on the table in the Hawley home."

New C.P.R. Train Being Shown Here

Semi-Streamlined Engine and Coach in Broad Street Yards.

A new light weight semi-stream lined train of the Canadian Pacific Railway, arrived at the Broad Street yards Thursday afternoon from Carleton Place. It will be on view to the public until 10 o'clock Saturday night. The train may be inspected from 11 a.m. to 10. p.m.

Representing the last word in modernization the train was headed by the new 4-4-4, high speed semi-streamlined locomotive No. 3003, and consists of mall and express, baggage, buffet and two first class coaches. The train is fully air conditioned throughout. The locomotive is capable of 110 miles an hour.

The passenger coaches are of light-weight design and semi-streamlined.

Officials who arrived with the train included A. Peers, master mechanic, Montreal; R. F. Thomas, general airbrake inspector, Eastern Lines; Jules Fortier, assistant superintendent Smiths Falls; F. G. Perkins, division master mechanic, Smiths Falls; O. G. Riepert electrical engineer, Quebec division; W. Gregory, electrical engineer, Angus Shops, Montreal; and C. Beaudry, passenger agent Montreal.

Baggage Cars Leave Track**Three Hours' Delay in Toronto Run Results.**

Due to the derailment of three cars caused by a broken rail at mileage 10. between Gloucester and Manotick, at 11.50 o'clock Wednesday evening, The Ottawa-Toronto pool train was delayed three hours. Officials state that the baggage, mail and express cars were partially derailed and were returned to the tracks through the efforts of the train crew. Workers in the mail car were jolted, but no injuries were reported.

The night pool train left Union Station at 1135 o'clock last night en route to its first stop at Kemptville. The Canadian Pacific Railway Railway express car was suddenly derailed at 11 50. pulling a Canadian National express car and the mail car with it. The Engineer, G. Yelland of Ottawa, immediately braked the train. Ottawa and Smiths Falls were notified of the mishap and the Canadian Pacific operating officials ordered auxiliary engines to the scene, but the train crew managed to get the derailed cars back on the track, without any assistance. The crew worked in a downpour and no time was lost through utilization of standard equipment.

The crew in charge of the train were Conductor D. Kennedy, of Toronto and Engineer G. Yelland. of Ottawa.

Ten feet of rail were found to be split and the wheels of the cars ripped fish plates and ties along the track at intervals for about 400 yards.

Three cars derailed on Ottawa - Toronto train, 200 passengers escape.

Night train meets accident near Manotick. Engineer's presence of mind averted disaster and only express and mail cars leave rails. Broken rail given as cause.

Members of crew win high praise.

More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured and what might easily have been a major catastrophe was averted.

Three cars off tracks

The train, which is the night pool train, pulled out of Ottawa Union station at 11.35 last night with its first scheduled stop Kemptville at 12.25 a.m. It had just got up speed and was thundering on towards its first stop when suddenly the Canadian Pacific Express car left the rails, pulling a Canadian National Express car and the mail car with it. Fortunately the engineer, G. Yelland of Ottawa saw what had happened and immediately braked the train.

Right of way torn up

As he pulled the train to a stop the baggage car between the mail car and the passenger coach and five sleepers held to the rails despite the fact that the right-of-way was torn up and the entire train was rocking from side to side.

Workers in the mail car were thrown to the floor but beyond a few bruises were otherwise unhurt.

Passengers however, were badly jolted but it is understood that none of them were injured.

Among passengers

Among the well known people who left Ottawa last evening on the train were: Arthur Slaughter K.C., M.P., of Toronto who was in Ottawa yesterday in connection with a court case; R. McIntyre and J.J. Beachen, both of Toronto, and C.H. Corman of the Hamilton Harbour Commission.

Calls for assistance were at once phoned to Ottawa and Smiths Falls and operating officials of the Canadian Pacific Railway ordered auxiliary engines to the scene of the accident from Smiths Falls and from Ottawa.

Delayed three hours

By three o'clock this morning the three derailed cars were back on the track and the train pulled off for Bedell where other equipment stood ready to rush the now three-hour late train on her way to Toronto.

Despite the fact that there was a drenching rain pouring down, the crew worked like heroes in an effort to get the train back on the track with all possible speed.

Believe rail broken

Officials at the scene of the accident state that they were of the opinion that the accident was the result of a broken rail. They all announce themselves as being extremely glad that the engine itself had not left the rails as this would possibly have resulted in a serious loss of life.

A C.P.R. official from Hull, Que., who was on the train en route to Toronto on his holidays, took charge of the operations at the accident.

The crew in charge of the train were Conductor D. Kennedy of Toronto and Engineer G. Yelland of Ottawa.

Ten feet of rail were found to be split when an examination was made following the accident. The wheels of the three cars ripped fishplates and ties for 400 yards along the track.

Board Investigates Derailment

The Board of Railway Commissioners, it was learned Thursday, is investigating the partial derailment of three cars on the Toronto-Ottawa pool train which occurred near Manotick, 16 miles south of here.

An official of the board said three baggage and express cars were derailed. No one was injured.

A broken rail was said to have been the cause of the accident. The train crew was able to work the cars back on to the track without assistance of a wrecking crew summoned from Ottawa.

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Police searching for bogus money believed hidden.

Working on a theory that a quantity of counterfeit bills, and plates for printing them, were cached under the flooring, police this morning ripped up the floor of the Canadian Pacific Railway tool-house at Ellwood, four miles south of Ottawa. Digging several feet into the earth beneath the two-inch planks revealed nothing.

The search was instituted following the arrest early this morning of Daniel McRitchie, 51 years, of Cooksville, who was paroled four days ago from an Ontario reformatory at Mimico. McRitchie was apprehended by Corporal C. Graham and Constable Poudrette of the Royal Canadian Mounted Police, Cornwall.

McRitchie was caught in the tool-house. he is charged with breaking and entering and awaits arraignment.

A close watch is being kept in the vicinity of the tool-house as the police hold the theory that McRitchie had arranged to meet a confederate believed to have been one of the gang of counterfeiters which was operating in Ottawa and Hull slightly over a year ago. At that time many spurious bills were circulated in the two cities, merchants being the victims.

When police began ripping up the floor of the tool-house they discovered that in one spot the earth appeared to have been recently disturbed. They think it possible that some members of the gang may have visited the shack recently and removed whatever might have been buried there. The officers also made a casual examination of the surrounding fields, ditches and hedges.

Constables Poudrette and Georges Lemieux of the R.C.M.P. and Constable George Kelly of the C.P.R. police, are conducting the investigation.

McRitchie, it is alleged, had a key to the tool-house and police are endeavouring to discover how he got it.

23/06/1939 Ottawa Citizen Prescott Osgoode

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

30/01/1942 Ottawa Citizen Prescott

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

11/08/1944 Ottawa Citizen Prescott Ottawa West

Engine 2858 in Doghouse. Hauls only Local Now.

Times are tough for C.P.R. engine No. 2858. She's been demoted.

For quite a long while now, the big 2858 ran on the Vancouver train, No. 7, thundering in here every couple of nights or so on either the first or second section. Today she crawled in on the Montreal local. There was gloom among the insiders down at the depot today, to see 2858 arrive at the front end of the Montreal local No. 503.

It was learned too that 2858 recently was in Quebec. Perhaps this was a pro-Godbout locomotive, and has been sent to the dog house instead of the roundhouse with Duplessis' victory. In any event, this afternoon, No. 2858 will go back to Montreal on the 4.10 local, a terrific come-down from a career of pulling Nos. 7 and 8.

11/03/1947 Ottawa Citizen Prescott Chaudiere

One way traffic on Wellington street bridge

Driving is limited to one-way traffic on the Wellington street bridge, the result of an accident which damaged one of the steel girders Works Commissioner Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area, traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions from the CPR is undertaking the repair of the girder.

11/03/1947 Ottawa Citizen Prescott Ottawa West

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07/10/1947 Ottawa Citizen Prescott

Railway Spur, Dump Allowed In Gloucester

Gloucester residents attempts to preserve the area adjacent to the Capital as a residential district suffered two more blows Monday when permission was granted to the the CPR to lay a spur line crossing the Heron road, and the city of Ottawa was authorized to buy land near Billings Bridge to establish a refuse disposal site.

Council granted the application of the Ottawa Board of Control for permission to purchase land owned by Alex A. Brule, lot 19, in the Junction Gore west of Smith's crossing and Gateville subdivisions, and south of the CNR tracks, almost due south-west of the Ottawa Brick Co. plant. Permission was granted subject to the working out of a satisfactory agreement between the two municipalities.

After almost two hours discussion, council passed a resolution moved by Councillor Davidson and seconded by Councillor Keenan, granting the CPR permission to lay a spur line from the Ottawa Prescott line, to enter the new bulk storage plant of the McColl Frontenac Oil Co. A proviso was included in the resolution that the new track must be level with the existing track, and the whole crossing be levelled to the satisfaction of the municipal road engineer.

Paul Barker, district manager of the McColl-Frontenac Oil Co. and R. E. Farmer, CPR division engineer of Smiths Falls, presented plans covering the proposed crossing and Cuthbert Scott appeared as legal representative. Allan K. Hay, FDC superintendent, present on behalf of the Ottawa Area Planning Board said he could see no serious objection to the new crossing.

Township Clerk Guest read a lengthy petition from district residents who protested against the laying of a siding on the grounds that the oil plant would create an offensive odor and the shunting of cars would result in sleepless nights and also lower the value of property in the vicinity. Mr. Barker earlier said shunting would be done only once or twice a day. Three of six 20,000 gallon oil storage tanks are to be erected immediately in the same locality already used by the British American Oil and the Shell Oil companies, Mr. Barker revealed

31/12/1947 Ottawa Citizen Prescott

Struck By Train Boy Badly Hurt In Railway Yard

Apparently struck by a shunting train while playing alongside the CPR tracks close to the Redpath street railway yards, Francis Longo, aged 10, of 939 St. Dominic street, Montreal, shortly after two o'clock yesterday afternoon sustained injuries which partially severed both his ears.

Rushed to the Ottawa General Hospital by Maurice Laframboise, 84 Redpath street, an uncle with whom he was visiting during the Christmas season, he was placed under the care of Dr. Alfred Larocque who, after treating the injured members reported that a plastic surgery operation would be necessary to restore them to a normal condition.

Details surrounding the cause of the accident are as yet vague. The boy, not being able to explain how the moving train struck him or in which position he fell to suffer his injuries. All he was able to tell Constables Frederick O'Connor and Fernand Grouleau was that he was running up the incline towards the tracks when he was struck.

Despite his injuries he picked himself up and ran towards his uncle who was loading coal in the railway yards. The uncle took the youngster to hospital in a truck.

23/02/1949 *Ottawa Citizen* *Prescott*

Mail to Kars Travelling by Train Again

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night. The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

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"The fill-gap service was found unsatisfactory," another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

24/02/1949 *Ottawa Citizen* *Prescott* *Ottawa West*

Less Smoke in Yards

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls.

Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures new being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

26/09/1949 *Ottawa Citizen* *Prescott* *Ottawa Union*

The Train of Tomorrow like a dream on wheels. By Austin F. Cross.

21/04/1955 *Ottawa Journal* *Prescott* *Osgoode*

Derailment Delays Toronto Pool Train

A derailed freight car just south of Osgoode caused a delay of more than three hours in the arrival of the CNR-CPR passenger pool train from Toronto, due in at Ottawa's Union Station at 7.50 this morning.

The derailment affected only one car of the CPR early morning freight from Detroit to Ottawa. The car went off the track, causing some damage to the rails, but did not overturn. No one was hurt in the accident.

The 7.50 Toronto-Ottawa pool train was held up for some time behind the trouble spot, before being rerouted into Ottawa through Smiths Falls. The earlier 7.20 pool train from Toronto had got through before the derailment.

Cause of the derailment is not yet known. Canadian Pacific officials are investigating the accident.

04/04/1956 *Ottawa Citizen* *Prescott*

A CPR train last night struck a Smith Transport Limited tractor-trailer at the Experimental Farm crossing near Dows Lake and wrecked the trailer but the driver escaped with only a painful head laceration.

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The train, two engines linked together, was travelling south and the transport vehicle was going east when the trains struck the loaded tractor-trailer about 9.55 p.m.

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The train in charge of Engineer William Shorthouse of 137 Daly Avenue and Fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

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From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

09/05/1957 *Ottawa Citizen* *Prescott* *Prescott*

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach - was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

Canadian Pacific Advertisement
Effective Monday, October 28th, 1957

THE PASSENGER SERVICE

provided by trains 593 and 592 between Ottawa and Prescott
Will Be Discontinued
Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

28/10/1957 *Ottawa Journal**Prescott*

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday.

It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott.

Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach. bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa,

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving her at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue (sic),

Alvin Nichol, fireman, of 69 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place.

Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

..As were many other train-buffs in the Ottawa area.

12/05/1958 *Ottawa Citizen**Prescott**Ottawa West*

Picture.

The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.

Another picture and full report.

Page 1 with pictures

Fireman Saves Child

Mrs. Eldon Milford, of 26 Railway Street, holds her two-year-old son Dale (above) at the scene of a near-tragic accident involving him yesterday afternoon. Dale was scooped by a train crewman from in front of a Canadian Pacific Railway Freight Train after he had frozen with fear and couldn't move out of the way of the approaching locomotive. Fireman Keith Post of 1238 Amesbrooke Street, Copeland Park (below) stands on the footboard of the diesel to illustrate how he bent down and grabbed the child, saving him from being run over by the train.

Page 7

Fireman Saves Toddler From Wheels of Engine

Quick thinking by a Canadian Pacific Railway freight crew yesterday saved two-year-old Dale Milford from certain death under the wheels of their diesel locomotive.

Fireman Keith Post of 1236 Amesbrooke Street, Copeland Park, rushed to the front of the train as it bore down on the fear-frozen youngster, scooped him up from in front of the wheels and rolled to safety with him down the right-of-way embankment.

The near-tragedy happened in the west end where the CPR's mainline to Prescott runs parallel to Young Street.

Dale, the son of Mr. and Mrs. Eldon Milford of 26 Railway Street, had been playing along the track when the late afternoon mixed freight approached Ottawa from Prescott.

300 Yards Away

Trainman Kenneth Hart of 13 St. Francis Street, Ottawa, first noticed the youngster when the train was about 300 yards away from him. Dale was clothed in blue and, at first, the train crew thought he was a bundle of blue paper until he looked up.

Post was the first to react after engineer C.A. Butler, also of Ottawa, applied the emergency brakes and sounded the bell and whistle.

Frozen With Fear

"He was frozen with fear, with his hands up above his head (as if to fend off the locomotive) and his mouth open as if trying to scream.

"I don't know how fast we were going at the time. We were travelling about 20 miles an hour when we saw him. But I reached down, scooped him up and fell into the ditch with him."

Mr. Post said the child didn't say a thing until he got to his feet, then he started to cry. The fireman took Dale across the field to Railway Street where a neighbour came out and picked him up in her arms.

Dale escaped without a scratch. Fireman Post suffered only bruises to his right knee, and he was back at his post on the Ottawa-Prescott freight again today.

No Thought Of Danger

He told The Citizen that everything happened so quickly that he didn't even think of possible danger until it was all over.

The father of two daughters, Mr. Post said his first reaction when he saw Dale on the track was that the train couldn't stop in time to avoid hitting him. Although all emergency braking was applied, he felt the momentum of the train would carry it past the place where Dale stood riveted with fear.

So there was only one thing to do, he said, and he did it.

Mrs. Milford told The Citizen that she was away from home at the time, and Dale was in the care of a baby sitter.

The first the baby sitter knew of the incident was when neighbour, Mrs. Armand St. Jean of 18 Railway Street, brought Dale home in her arms.

Today Mrs. Milford still is recovering from the excitement, she said.

"I am thankful that the trains do not go fast through this section. If it had, Dale would have been killed. I am grateful to the railway man who risked so much to save my boy".

The Milfords are in the process of moving to a new home on Holmwood Avenue.

12/09/1958

Ottawa Journal

Prescott

Keith Post

Leaps From Train Saves Child's Life

A Canadian Pacific Railway fireman yesterday afternoon leaped from the footboard of a diesel engine to push a two-year-old child from the path of the moving freight.

Keith Post, 1238 Amesbrook Drive, was credited with saving the life of Dale Milford, son of Mr. and Mrs. Eldon R. Milford, 20 Railway street.

Wandered Away

The child, left in the care of a baby sitter, had wandered from the house and was playing alone on the railway tracks across the street from his home when the train approached, returning from its daily freight run to Prescott.

"It looked like a piece of blue paper on the tracks", said Mr. Post, "but when we realized it was a little boy, the engineer put on the emergency brake."

The boy stepped out over the rails but was still in the path of the engine.

With the train slowed to about eight miles per hour, Mr. Post climbed to the front of the engine and jumped, pushing the child to safety.

"He wasn't hurt" said the fireman, "just scared and crying."

Mr. Post has been with the CPR for 12 years and is chairman of Lodge 172, Brotherhood of Locomotive Firemen and Enginemen.

12/01/1959

Ottawa Journal

Prescott

Keith Post

Ottawa Trainman Places Second in Safety Contest

Keith Post, Ottawa CPR fireman who snatched a two-year old boy from the path of a moving train, placed second among 12 persons eligible to receive the annual \$500 safety award of the Brotherhood of Locomotive Firemen and Enginemen, it was announced today in Cleveland.

Winner of the award was John T. Matthews, of Schiller Park, Illinois, who saved the lives of 10 Chicago nursery school children and their bus driver when he flagged a train bearing down on a school bus that had just been involved in a crash with his own train.

24/04/1959

Ottawa Citizen

Prescott

Ottawa, Broad Street

CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks at the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.

29/10/1959

Ottawa Citizen

Prescott

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

--

Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5, McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

--

Partial Blame Put on Father.

By Pierre Dumais Citizen Staff Writer

Partial blame for a level crossing accident which wiped out a family of four last fall has been placed on the father who is believed to have been driving the car. A coroner's jury last night first blamed "lack of proper driver precautions" on the part of Warren Alving Sim, 30, who they presumed was the driver. The man's wife, Grace, 28, a son Wayne, 7, and daughter Peggy, 5, died in the accident.

The four died October 28 when their small German car and a Canadian Pacific Railway passenger train collided at the Hunt Club Road crossing about a quarter mile west of Highway 31.

Police testified last night that the family had lived in the area about one month and had been travelling the road most mornings when Mr. Sim drove his wife to work and the two children to school.

Time Change

However, the change back from daylight saving time to standard time only a few days before had brought the passenger train run through the crossing at about the same time as the Sim family travelled the road.

Because of this police said they believed the Sim family were not aware of the train run which coincided with their travels.

The jury noted this in its finding and expressed the belief that the crossing was improperly marked by signs at the time.

Police evidence was that the crossing was marked by only one wooden cross arm sign at the south-east corner of the crossing. Const. Richard Rawlins testified that a view of the tracks for motor traffic began about 96 feet away and that it was possible to see down the tracks about 200 feet.

He stated also that checks of the sun on days immediately following the accident showed that it would not have blinded the driver and would have been shining more to his back.

Const. Wilmer Dowd testified that the Sim auto had left no skid marks while approaching the crossing indicating there had been no attempt to brake hard at the last minute by the car.

Const Stewart Storey, an identification officer with the Ottawa Police, presented photographic evidence that the front window was closed on the driver's side of the auto.

A window on the other side of the auto was too badly smashed for investigators to tell if it had been opened but they believe it also may have been closed as the weather was cool on the morning of the accident.

Const. Rawlins testified he had checked the radio in the Sim car and found the power switch on.

The closed windows, the playing radio and the noise of the car engine could likely have shut off the warning of the train's air horn and bell, he pointed out.

Engineer Earl Fergus, of Smiths Falls, said he did not see the collision but had applied the emergency brakes on the train when the fireman yelled at him to "plug it," the railwaymen's term for emergency braking.

The fireman was not called as a witness.

Fergus testified also that the passenger train was travelling about 45 or 50 miles an hour at the time. He had begun blasting the air horn and sounding the bell at the level crossing signal marker a quarter mile down the track.

The jury found also that the train's speed was excessive and recommended a 30-mile-an-hour limit for railway speed in the city. It made a recommendation also that a flasher and bell warning system be installed at the crossing.

Assistant Crown Attorney Douglas Forrest questioned the witnesses. Coroner Dr. J. S. Cross presided.

14/02/1961 *Ottawa Citizen*

Prescott

Ottawa West

Heros Medals Awarded need date of clipping

The first Carnegie Hero Fund Commission medal for bravery to be awarded to an Ottawa district man since 1942, was announced by the Commission's manager, David B. Oliver, in Pittsburgh, today.

A Carnegie bronze medal and \$500 cash will go to Merland J Bennett, 36-year-old CPR switch tender, of Breckenridge, Que. Mr. Bennett saved three-year old Robert McKenzie from being killed by a train at Ottawa West station last Feb. 14.

Robert's parents are Mr. and Mrs. Robert F. McKenzie, now of 36 Melrose Ave. Mr. McKenzie is a CNR express motorman.

A posthumous award will also be made to Catherine Lapierre 18-year-old Pembroke district housekeeper who died trying to save eight-year-old Colleen Hagerty from drowning in the Indian River last July 16.

A bronze medal and \$500 cash will go to her father, Claytor Lapierre, of RR 6 Pembroke.

Both acts of bravery were drawn to the attention of the Carnegie Hero Fund Commission by a member of The Ottawa Citizen news staff.

William J. Neil, 25, and Harold Reginald Wilson, 29, both of Kingston, were awarded bronze medals for rescuing 14-year-old Bruce Todd from the bottom of a 22-foot cistern at Odessa last Aug. 12.

Commission assistant manager Donald G. Sink said it will take four to six weeks to have the medals struck at the US. Mint at Philadelphia. The medal and cash award will be presented to Bennett by a senior CPR official at a later date in Ottawa.

More Medals Expected

"It is probable that we will have more Canadian awards this year than during the past 10 years," Mr. Sink told The Citizen.

Gave Award

There was only one award in Canada each year from 1954 to 1960, with the exception of 1956 when there were two. Five awards were made to Canadians in 1953 and none in the years 1952 and 1951.

14/02/1961

Ottawa Citizen

Prescott

Ottawa West

No Thanks from Mother Ottawa Citizen need to verify date of article

Alert Yardman Pulls Tot from Train Path

A two-year-old child was snatched from possible death in front of a crack CPR passenger train by a fast-thinking railway worker at the Ottawa West station Tuesday afternoon.

Merland Bennett, 36-year-old CPR yardman, was standing near the Bayview Road crossing as the westbound Canadian came over the bridge from the Hull side of the Ottawa River.

Playing On Tracks

As the train neared the west end of the platform, Bennett saw a small child playing on the tracks in the path of the train.

Horrified, Bennett rushed over to grab the child.

The tiny tot, between two and three years old, got up and started to run away from him, westward down the track, in the same direction as the train was moving. Before Bennett could reach him, the child had stumbled and fallen down between the rails. Bennett scooped up the scared youngster and jumped to the north side of the tracks, as the gleaming train picked up speed and continued on.

Grabbed By Mother

After the train had passed, an excited woman whom the child called "mother," grabbed the youngster from the railwayman and, without waiting to thank him, led the infant off toward Wellington Street.

A CPR spokesman said that while the train was not moving faster than five or six miles an hour at the time, it was beginning to pick up speed for its trans-Canada run westward.

He said it was "very alert action" by Mr. Bennett who ran ahead of the train to pick up the fallen child.

He added that Mr. Bennett who lives on his farm at Breckenridge, Que., has "great respect for trains," having lost part of his right hand in a yard accident in July, 1958.

Mr. Bennett is married and has two daughters, Linda, 5 and Mary, 2.

Caption for picture of Bennett holding a child in front of CPR 180x

Merland J. Bennett, CPR switchtender of Breckenridge, Que., will receive the Carnegie Hero Fund Commission medal for his act of bravery last Feb. 14. Mr. Bennett grabbed three year-old Robert McKenzie seconds before a train would have struck him as he lay between the tracks where he had fallen. The child, son of Mr. and Mrs. Robert F. McKenzie of 36, Melrose Ave., had wandered onto the tracks and Mr. Bennett saw the train approaching at about 12 miles per hour. Here Mr. Bennett and Robert re-enacted the event, for the benefit of a photographer. (See also page. 3).

13/06/1961

Ottawa Citizen

Prescott

Railway tracks going under Canal

Begin work in fall, finish 2 years

The government has approved the depression of the CPR Prescott railway line across the city's west end.

Expected to start in the fall, the \$3,600,000 project will see the line go under the Rideau canal by tunnel and by open cut from the canal to near Gladstone Avenue.

Not a level crossing will be left in the section concerned.

Eliminated as level crossings will be Colonel By Drive, Prescott Highway, Carling Avenue,

Gladstone Avenue and, of course, the new Queensway. All these traffic arteries will overpass the depressed railway line.

There will be much less defacement of the Carleton University campus.

more

<http://news.google.ca/newspapers?id=MTc0AAAIBAJ&sjid=TvUIAAAIBAJ&pg=4681,2866763&dq=railway+|+railroad+|+train+|+cnr+|+cpr+|+bride+to-train+-will-train+-trained&hl=en>

05/07/1961

Ottawa Citizen

Prescott

On Friday, the first CPR train will use the Walkley Road diamond provided by the NCC for linking the CPR Prescott line with the new Ottawa joint terminal facilities.

21/07/1961

Ottawa Journal

Prescott

Weekend Detour On Gladstone .

Gladstone Avenue will be closed to through traffic on Sunday (23/07), from 8 a.m. to 3 p.m. for laying of an additional temporary railway track.

The National Capital Commission is carrying out the work at the crossing which is between Bayswater Avenue and Preston Street.

The track will later be taken up when work on that section of the Queensway starts. The track is being put down to facilitate switching operation at the crossing.

20/08/1962

Ottawa Citizen

Prescott

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

13/07/1963

Ottawa Citizen

Prescott

Ottawa West

Train, truck crash, 2 hurt

Two men were injured in a train-truck collision in the CPR yards under the Wellington Street bridge at 11 p.m. Friday.

Police said Rod Langevin and William Pilote were driving a CPR three-ton van truck when it collided with a CPR tank car. The truck, driven by Pilote, was a complete wreck

The men were rushed to hospital with undetermined injuries.

18/09/1963

Ottawa Citizen

Prescott

Biggest girder in place.

The largest steel girder ever brought to Ottawa is lowered into place at City Centre, the building complex rising between the Wellington and Somerset Street bridges. The girder, 122 feet long and nine feet six inches high, was brought from Montreal on three railway flat cars. It will allow a railway siding to enter the building, a \$4 million project developed by Freedman Brothers, that will combine office and warehouse space, light manufacturing plants, storage, stores offices and other services.

West end tunnel work starts soon.

By J. A. Hume Citizen staff writer

Work may be started within a month and continue throughout the winter on Phase I of an NCC grade separation program for the CPR Prescott line in the West End involving a 1,900-foot tunnel under Colonel By Drive and the Rideau Canal.

The Rideau Canal is being drained earlier than usual to facilitate the tunnel construction work which will provide considerable winter employment.

Richard and B. A. Ryan (1958) Ltd., Montreal, yesterday filed at \$1,974,241.20 the lowest of eight tenders received by the NCC for the tunnel project. The highest bid, \$2,621,000, was filed by Dufresne Engineering Com-, pany Ltd., Montreal.

Tenders will be called shortly for Phase II of the grade separation program for the CPR line, which must be continued as the only railway line to Hull, extending from Highway 15 to Prescott and a point just north of the viaduct over Somerset Street West Under the completed program, Highway 16, Carling Avenue, Gladstone Avenue, and the Queensway will all pass over the depressed open-cut railway line in that section.

Phase I of the program runs from a point just west of the railway bridge crossing the Rideau River, across the Carleton University Campus, and by a tunnel under Colonel By Drive and the Rideau Canal to a point just north of Highway 16.

Two-year program

Completion of both phases of the Prescott railway line grade separation program, at about \$4,000,000, will take about two years' time.

S. Findlay Clark, NCC chairman, has described the Prescott line project as essential for completion by late 1965 when the new \$5,000,000 Union Station will be completed near Hurdman's Bridge, just off the Queens-way. At that time the present Union Station will be abandoned along with the railway line crossing the Interprovincial Bridge to Hull.

Transport "first" for Ottawa.

Shipment of automobiles by railway tri-level automobile carriers arrived here Thursday for the first time when two of the big three-deckers delivered 30 cars to Ottawa and Hull dealers at Canadian Pacific's Broad Street freight yards. The triple-deck carriers, of which CP has 254 in its fleet, are 89 feet 9 inches long and can accommodate 12 to 15 automobiles. It is expected that they will carry the big bulk of cars to the markets in the future.

Ottawa girl is injured in train-car collision

A 22-year-old girl was under intensive care at the Civic Hospital this morning following a train-car crash at the Gladstone Avenue and Preston Street level crossing Friday at 9.06 p.m.

Ginette St. Louis of 230 Brittany Dr., Apt. 412, was in fair condition with a head concussion today.

The westbound car she was driving was dragged along the tracks for 162 feet by the train before sliding off and down the railroad embankment.

The Canadian Pacific Railroad freight train was travelling south at 10 or 15 MPH engineer John Gillespie, 53, of 529 Brierwood Ave. told police when the accident occurred.

Mr. Gillespie managed to stop the train 181 feet from the impact point.

Miss St Louis' car received an estimated \$800 damage.

The crossing is protected by flashing wig wags and checks made by police showed they were in operating order.

VIADUCT TO GO IN '67?

Demolition of the old Wellington Street viaduct may begin early next year.

The load limit on the viaduct was recently cut from 12 tons to 10 tons and OTC buses no longer cross the structure.

City officials say the old viaduct is completely safe unless a number of extremely heavy vehicles happened by coincidence to get on its main span at the same time.

A firm of consulting engineers has been hired to design a new crossing at the CPR-Prescott subdivision rail tracks.

It has not yet been decided whether the crossing will be an overpass above the tracks or a subway below the rail line.

Demolishing Coal Sheds - McIlraith

The rusty ramshackle coal sheds near the eastern end of the Ottawa River Parkway will be knocked down as soon as the government gets control of them, according to Works Minister McIlraith. The vacant sheds, standing near the edge of the Broad Street yards, were described as an eyesore by the minister who said negotiations with the CPR for them are on the verge of completion. "We have wanted them out of the way since the first of July but we can't do anything until we take possession of them," he said. The buildings and property are part of abandoned railway land which the federal government government is taking over in stages under the railway relocation programme.

2 escape serious injury when car hit by train

Two women are in hospital with relatively minor but "painful" injuries following a car-train collision Friday night.

Mrs. Andree Scullion, 24 of 840 Springland Dr., and Mrs. Geraldine Cogswell, 33, of 52 Second Ave., are in satisfactory condition at the Civic Hospital.

Mrs. Scullion is suffering from a fractured jaw and lacerations and Mrs. Cogswell from, lacerations and shock.

At 11 p.m., Mrs. Scullion turned the car off Bronson Avenue on to Heron Road going west just seconds before a Canadian Pacific train was to pass the crossing 100 yards away from the intersection.

One of the six-man crew that was handling the train composed of three empty boxcars and a diesel engine, said he saw the car turn the corner and approach the railway crossing. He said he thought the car was going to stop.

It didn't. The train slammed into the right side of the car close to the front wheel. The car was carried about 75 feet before the southbound train came to a halt.

Police said the car was a total wreck.

BELOW the HILL

"How deadheading ended a career: by Dave Brown

'At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday.

'I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in.

First the sound -- steam. Then the sight.

'That train didn't belong there.

'It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

'Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

'I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

'Start of a lesson

'I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun.

'So he taught me out of it.

'A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury.

'It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coke-burners (?) and oil feeders (?) and they all seemed as streamlined then as a rocket ship today. (my question marks)

'In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off, Then the suspense ended and we went out to meet our engine.

'Biggest let-down

'It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards through those gleaming modern engines.

'Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train.

'About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coke-burner (?) and I felt a bit like a dog trying to help pull a horse.

'The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the engine, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

'On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

'The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

'The frequent trips into that firebox soon had the end of the shovel red-hot.

'The run back became a blur of heat, sweat, head-hurting noise and back-breaking work.. Coal dust got into my eyes and gritted in my teeth.. I couldn't stop or the gauges in front of me started to drop. I think I cried.

'Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enrol in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

27/08/1980

*Prescott Journal**Prescott**Prescott*

Out of the past - 1940 a Big year for Coal Traffic in Prescott.

An unprecedented volume of slack coal was reported to have passed through the CPR Prescott yards in the summer of 1940. During that year's navigation season, at least 1000 tons of coal per day were off-loaded at the fort town" by the Valley Camp, Coal Haven and Collier, with the freighters making at least three trips per week to the port during July and August.

The boom in coalaccounted for a significant rise in employment at the CPR coal yards with crews of 20 to 30 men being required to handle the off-loading as well as at least 4 coal trains per day being run from the town.

11/06/1986

*Prescott Journal**Prescott**Prescott*

FERRY CAPTAIN DIES: In a recent edition. The Prescott Journal carried an obituary listing the death of Captain Doug Major, a retired boat captain off the St. Lawrence River. From the early 1930s to the 1970s, Major captained the tug Prescotont, owned by the Canadian Pacific Car and Passenger Transit Company, as it shepherded the rail car barge Ogdensburg back and forth across the St. Lawrence River between Canadian Pacific's terminal at Prescott, Ontario, and the Penn Central nee New York Central yard at Ogdensburg, New York.

Major started his career in the 1920s on the Great Lakes and became a mate on the Steel Electrician, one of the first diesel-powered boats on the waterway. The Prescotont also boasted one of these early diesel engines, in addition to other features such as ice breaking capabilities. Indeed, this diesel knowledge may have helped the Captain in securing a position with CP.

In keeping with nautical tradition, the Captain ensured that everything was just so. Indeed, member Duncan duFresne has never ceased to marvel at the pristine condition of this boat and her engine room which he had the chance to visit on numerous occasions when assigned to the Prescott coal train while he was a fireman with Canadian Pacific in the 1950s.

20/04/1993

*Ottawa Citizen**Prescott*

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Quebec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however. (Branchline).

COMMUTER RAIL PLAN PRESENTED TO OTTAWA-CARLETON REGIONAL COUNCIL: As reported in the December issue of Branchline, CP Rail formally presented its proposal for commuter rail service in the National Capital Region to the Ottawa-Carleton Regional Council on December 8. Raymond O'Meara, CP's director general of commuter rail service, said that a service could be up and running in as little as 18 months, pending its approval by the various levels of government at the municipal and provincial levels. Equipment for a pilot project would cost about \$10 million with O'Meara recommending the purchase of used cars and locomotives for a total of three trainsets. O'Meara also recommended the establishment of five stations on the Ontario side including the Confederation Heights, Hunt Club, Leitrim Road, Carleton University and Lebreton Flats, along with the existing Ottawa Station. Stations in Quebec would be located in Hull, Gatineau and, possibly, the Gatineau Airport. Although Council was non-committal, Regional Chair Peter Clark said, "I am intrigued by the possibilities and if we can make economic sense out of it, we should do it... It will be a cheaper option than building transitways." (Branchline)

23/03/1994 *Le Droit*

Prescott

TRANSIT OFFICIAL IS SCEPTICAL ABOUT PROPOSED COMMUTER RAIL SERVICE: The Chairperson of the Outaouais transport commission (Societe des transports de l'Outaouais) has injected a strong note of caution into a CP Rail System proposal to establish a commuter rail service in the Ottawa/Hull region. Said Antoine Gregoire, "It's much too soon to be talking about a commuter train. There are too many questions still to be answered before starting to promote it." Gregoire said that the results of a transit options study examining commuter rail, amongst other things, won't be available until some time in the summer. (Branchline)

06/12/1994 *Ottawa Sun*

Prescott

INITIAL ESTIMATES FOR COST OF COMMUTER RAIL IN NATIONAL CAPITAL: It will cost at least \$90 million to establish an inter-provincial commuter rail system in the National Capital Region. So said a consultant's report on the costs of developing a commuter rail option as opposed to new inter-provincial road links. The system would use existing CP Rail System trackage as well as see the re-construction of a portion of the now-abandoned Waltham Subdivision between Hull and Aylmer, Quebec. Annual operating costs are estimated to be at \$16 million, with the system carrying at least 8,000 passengers per day. The costs are higher than anticipated but still below the cost of new road links according to Transport 2000 president David Glastonbury. "It looks like a solution to the traffic problem that costs a lot less money than more linkages and roads," said Glastonbury. New roads and bridges carry at least a \$350 million price tag, not to mention the associated environmental consequences. (branchline)

02/03/1995 *Ottawa Citizen*

Prescott

OTTAWA-CARLETON CONTINUES TO ENDORSE COMMUTER

RAIL: The Transportation Committee of the Regional Municipality of Ottawa-Carleton continues to endorse a CP Rail proposal to set up a commuter rail operation in the national capital. The project, linking Gatineau, Quebec, with the Ottawa International Airport, has yet to receive endorsement from either the Ontario or Quebec governments. (Branchline)

31/03/1995 *Le Droit*

Prescott

COMMUTER RAIL NIXED IN NATIONAL CAPITAL REGION: The

Outaouais Regional Council has nixed a proposal by CP Rail System to operate a commuter rail system in the National Capital Region. Although the idea had been endorsed by Ontario municipalities, it was not as well received in Quebec. Transport critics have decried the decision, blaming it on a short-sighted government obsessed with building a new automobile bridge across the Ottawa River. CP Rail System had proposed a route using the Lachute, Ellwood and Prescott Subdivisions, with the possibility of rebuilding part of the Waltham Subdivision to link in the City of Aylmer, Quebec. (Branchline)

A little bit of Ottawa's history will be uprooted spike by spike within the next three years, but few tears are being shed.

Thirty-two kilometres of track between Kemptville and Ottawa, part of the first rail line into Bytown, built in 1854, are due to close by 2000, Michel Spénard, a spokesman for the St. Lawrence and Hudson Railway, the eastern division of CP Rail, said this week.

The link, which remains in operation today, is a throwback to another era, when Bytown was a boisterous lumber town.

The line was known as the Bytown and Prescott Railway at first, but changed to the Ottawa and Prescott Railway in 1855 when what would become the capital of Canada changed its name to Ottawa.

In 1867 its name changed to the St. Lawrence and Ottawa Railway and in 1882 it became a Canadian Pacific Railway branch line.

"I hate to see the lines being torn up, but the traffic will still be there, which is a good thing; it's just going to go a different route," said Earl Roberts, editor of Branchlines, the newsletter of the Bytown Railway Society. He thought the freight carried on the line, much of it newsprint, would get to its American markets by way of re-opened lines on the Quebec side of the Ottawa River.

Dave Knowles, the railway society's librarian, said, "You're sorry to see that heritage go, but let's face it, an hour in a car gets you to Prescott today. The railways have become long-distance carriers and that's what they do best."

Mr. Knowles said the railway's main purpose at the start was to move Ottawa Valley lumber to the U.S.

For a long time it was also the route for federal politicians coming to the capital from across the country and at its start it was the only rail route linking Ottawa to Montreal.

"If you wanted to go to Montreal from Ottawa by train, you took the Bytown and Prescott, went south to Prescott, took the ferry across to Ogdensburg, New York, took the Northern Railway of Vermont cross to Rouses Point, New York, and then grabbed the railway to Montreal.

"It's a shame that a line that existed for more than 140 years is being closed, but in the old days Ottawa and Prescott were more closely linked. The railways were the first reliable, all-weather transportation in this country," Mr. Knowles said.

The first train from Prescott arrived in Ottawa in December 1854, some three years after a group of Prescott merchants conceived of the idea of the railway. Eventually the company was financed mostly by Prescott and Ottawa merchants, including Thomas McKay, the lumber magnate whose home later became Rideau Hall, now the official residence of the Governor General.

Mr. McKay wanted, and got, the first railway terminal located near his lumber mills at Rideau Falls, a location now in the area of the Japanese Embassy on Sussex Drive.

Its owners frequently faced financial difficulties in the company's early days and at one point a near-riot occurred when a power struggle among shareholders led to doors being broken down and the police called in. Ottawa police chief Thomas Langrell ended up sitting on the company safe to stop it from being opened by unhappy shareholders.

"Mayor Henry I. Friel was also on the scene and, after the event, swore in special constables and called out the local militia volunteers for a week to keep the peace," railway historian Robert Elliot wrote in his manuscript for a coming book.

Snowstorms were also a frequent problem and in one instance in February 1869, the train that had left

Prescott at 8 a.m. on its regular three hour run to Ottawa became snowbound on the outskirts of the capital at 9 p.m. — 13 hours after it left Prescott — with 45 passengers onboard.

Still stuck at 3 a.m., according to Mr. Elliot, "a passenger from Toronto, named Bain walked the four or five miles into the Russell House hotel to tell of the train's troubles." He arrived at the hotel at 8 a.m. and by 9 a.m. teams of sleighs headed for the train with food and wine.

This century, according to Duncan du Fresne, a locomotive fireman on the line until 1957 and currently president of the Bytown Railway Society, one of the railway's problems was hitting cows that wandered onto the tracks.

"Any time we hit one, it was a prizewinning cow," he recalled wryly. "It was always a prize-winning cow. It was going to, or just had, won something at the Royal Winter Fair or whatever. Our claims agent used to say 'I wish you fellows would run over an ordinary one sometimes because every time you hit one the farmer claims it's a prize-winner and it's worth about 10 times what an ordinary one's worth.' We just never hit ordinary cows."

Today, the line passes through Osgoode and continues past Manotick Station, east of Macdonald-Cartier International Airport, across the Rideau Canal at Carleton University, through the tunnel under Dow's Lake and across Lemieux Island and the Prince of Wales Bridge to Hull.

Mr. Spénard said the proposed closing of the line is part of the railway's recently announced three-year plan to close or transfer a number of lines across the province. The company has until 2000 to make a final decision about each link. Osgoode Township Mayor Lloyd Cranston isn't waiting for the final decision.

He wrote to Canadian Pacific Railway headquarters this week saying the Kemptville-Ottawa link "established a vital transportation/economic link between Ottawa/ Highway 416 and Prescott/ Highway 401." Mr. Cranston said that if the link is removed, rail traffic from Ottawa to the U.S. will have to be rerouted a much longer distance through Quebec. He said transportation costs would rise and this area's rail connections to the U.S. would be in jeopardy if Quebec separates. He was also afraid that if the line was closed, the land would be sold off and the region would lose an avenue to expand the Transitway or introduce commuter rail to Osgoode and other communities south of Ottawa.

On the other hand, Osgoode residents who blasted the railway last year because of the noise from its train whistles are less likely to feel any regret about the line's closing.

15/07/2009 *Ottawa Citizen* Prescott *Prince of Wales Bridge*

Unused railway bridge needs \$40M in repairs for O-Train use: report

For some, the Prince of Wales rail bridge represents a good transit connection between Ottawa and Gatineau, but it needs lots of repairs that could cost up to \$40 million, says a City of Ottawa report on the structure.

In a memo to city councillors, the city's infrastructure director, Wayne Newell, says preliminary visual inspections have determined that getting the bridge into service would be a pretty big undertaking.

He says more detailed inspections are needed before a more precise estimate on the cost of repairs can be made, and that these alone would take about eight months and cost \$1.5 million.

"Transport Canada advised that before being placed into active service, we will need to inspect the structure in detail to ensure its safety for the operations that are being proposed," Newell says in the memo.

"Without a detailed condition assessment it is difficult to estimate the cost or extent of renewal, however based on the information available the cost could vary between \$20M and \$40M."

For years, transit advocates having been pushing the city to look at extending the O-Train across the bridge, which the city has owned since 2005, as a way of alleviating pressure on road bridges, which handle buses from both cities.

The one-kilometre bridge starts near the current O-Train terminus and crosses the Ottawa River in two spans to the western edge of downtown Hull section of Gatineau.

In March, elected officials on the City of Ottawa's transit committee directed Newell's department to look into the costs of repairing the bridge, which is currently not in use.

His report is expected to be back before the committee this fall when a decision on whether or not to continue looking at using the bridge is to be made.

The City of Ottawa must restore the Prince of Wales Bridge and the railway that approaches it in the next 12 months or formally discontinue the operations, a regulator has ruled.

Knowing it's virtually impossible to find resources to do such work in short order, the city is considering seeking a court review of the decision released by the Canadian Transportation Agency (CTA) on Friday.

The agency told the city to either restore the bridge and railway or start the process to officially discontinue operating the federally regulated railway line in that area. The CTA is giving the city until April 30 to choose an option.

City clerk and solicitor Rick O'Connor told council members late Friday afternoon that the legal department, transportation department and external rail experts will review the decision.

"That review is intended to inform a recommendation as to the next steps to be taken in this matter, which may include a request for judicial review," O'Connor told council.

This all started with a complaint to the CTA by the Moose Consortium in 2016 alleging that the city didn't follow the proper process to remove tracks between Bayview station and the Prince of Wales Bridge.

The city has an ongoing construction zone at Bayview station to build the Confederation Line LRT, requiring the removal of existing tracks.

Other rail companies could get access to a discontinued rail line if the owner has stopped operating the tracks.

Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to build a regional train service funded by the private sector and it has eyed the Prince of Wales Bridge as the connection point to western Quebec.

The city owns the bridge, which is completely closed to all uses, and hasn't used the railway that runs north of Bayview station. The O-Train Trillium Line stops at Bayview station, which is the northern terminus of the service.

The decision on Friday caps several months of back and forth between the city and the CTA over this complaint. The city told the CTA last September that it would take about two years to realign the tracks and three years to restore the bridge.

The CTA told the city the timelines weren't reasonable. The city then told the CTA that the agency was exceeding its jurisdiction.

The city intends to use the bridge to link its rail service with the Gatineau transit system, but not in the foreseeable future.

Regulator sparks questions about future of Prince of Wales Bridge

Transportation agency orders city to restore rail line leading to blocked-off bridge

A decision by the Canadian Transportation Agency is sparking questions about the future of the abandoned Prince of Wales Bridge, with some in Ottawa hoping to see it back in operation much sooner than expected.

In a ruling issued Friday, the agency gave the City of Ottawa two options.

It can either try to sell a portion of the rail line leading to the Prince of Wales Bridge, which spans the Ottawa River just west of the city's downtown - which could lead to it being permanently closed if there are no buyers.

Or it can instead restore the tracks - including those that run over the bridge - so they can accommodate rail traffic within 12 months

"Faced with the potential to have to demolish the bridge or discontinue that rail line, I think most residents of Ottawa feel that it would be far preferable to put the bridge into service," said Kitchissippi Coun. Jeff Leiper, whose ward's eastern border is the bridge and O-Train tracks.

"It should put a bit of a fire under city council as well as our federal and provincial partners to find a way to fund it."

The agency made its decision in response to a complaint filed in 2016 by Moose Consortium Inc., a group hoping to rehabilitate the bridge as part of its plan to offer regional rail services to outlying communities in Quebec and Ontario.

The consortium filed its complaint after the City of Ottawa ripped up a quarter-kilometre section of rail tracks just south of the bridge in order to build a new entrance to the Bayview LRT station.

In its decision, the CTA said the city didn't follow the rules that govern the discontinuance of rail lines.

As a result, the city now has until the end of April to report back to the CTA about what it plans to do now.

Costly rehabilitation work

"I don't think council is anywhere near being able to make that decision today," Leiper told CBC News.

With the city's own repair estimates out of date, Leiper said it's difficult to say how much it would cost to rehabilitate the bridge, adding it could be anywhere between tens and hundreds of millions of dollars.

Kitchissippi Coun. Jeff Leiper says he hopes the city can find a way to rehabilitate the Prince of Wales Bridge to allow for rail, pedestrian and bicycle traffic.

(Andrew Foote/CBC)

In a memo to councillors, City of Ottawa solicitor Rick O'Connor said the city's legal team is reviewing its options, which could include seeking judicial review.

That's an option Leiper said he would support, as it would buy the city more time to make an informed decision.

Mayor Jim Watson said the city will consult with lawyers and may consider appealing the ruling.

"I don't think it's reasonable for a federal agency to tell us to keep a bridge operational for rail when we don't have the funds to put rail across to Quebec at this point," he said.

Best case scenario

Still, Leiper said most people in Ottawa would welcome a functioning rail bridge linking Ottawa and Gatineau, helping to ease congestion and benefiting the environment.

"Everything points to the importance of keeping the bridge and getting it back in service," he said.

Though Ottawa and Gatineau have long hoped to connect their transit systems by rail, there are still no concrete plans to achieve that goal. (Mathieu Fleury/Twitter)

The City of Ottawa has envisioned converting the abandoned bridge to light rail so it could connect with Gatineau's transit system, but there is no concrete plan or funding in place to achieve that goal.

"What the Canadian Transportation Agency's decision forces us to do is make some plans around that sooner than we might have thought," Leiper said.

Potential for local, regional service

Hull-Aylmer MP Greg Fergus welcomed the CTA's decision, which he said leaves the door open not only to local rail service over the bridge but also the regional service proposed by Moose Consortium Inc.

"The more players that are in there, the better," Fergus said.

"I really do believe rail is the future for being able to move people efficiently, quickly and cheaply, so this is good news all around."

Fergus has also voiced his support for a tramway connecting Aylmer to downtown Gatineau with a potential link over the Prince of Wales Bridge.

Joseph Potvin, director general of Moose Consortium Inc., said he wasn't surprised by the agency's decision and hopes it will accelerate plans to rehabilitate the bridge.

"There's only one way to get between the O-Train line and the Quebec side — which is along the [bridge's] tracks," he said.

Moose Consortium Inc. has submitted plans for a bypass line around Bayview Station, after the City of Ottawa ripped up unused rail tracks as part of LRT construction. (Giacomo Panico/CBC)

Potvin said his team recently submitted proposals to the City of Ottawa and the CTA for the bridge's rehabilitation, including plans for a bypass track around Bayview Station.

The plan also includes seismic upgrades to the bridge as well as cantilevered bike and pedestrian paths.

"There isn't a conflict with the two systems," Potvin said. "It would actually be entirely complementary."

Potvin said the rehabilitation of the bridge would cost \$50 million, which the consortium proposes to finance in full.

His team has pegged the cost of bypassing Bayview Station at an additional \$25 million.

In the meantime, all eyes remain on the City of Ottawa as it weighs its options in response to the agency's ruling.

CITY'S IN A BIT OF A FIX

The federal Liberal cabinet should quash a decision by a regulator compelling the City of Ottawa to fix the Prince of Wales Bridge, Mayor Jim Watson says. The city is taking a double-barrelled approach in its fight against a Canadian Transportation Agency (CTA) order. On top of asking for help from cabinet, the city is also asking the Federal Court of Appeal to consider hearing an appeal.

The CTA order, sent to the city last month, orders the city to restore the rail line north of Bayview station, including the Prince of Wales Bridge, so it would be operable within 12 months of the agency giving running rights to another rail company, or to discontinue the line altogether.

The order follows a 2016 complaint by the Moose Consortium, which raised concerns about the city removing tracks while building the joint Confederation Line/Trillium Line station. Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to run a privately financed regional rail system and has eyed the Prince of Wales Bridge as an interprovincial link.

In a letter sent Tuesday to federal Transportation Minister Marc Garneau, Watson wrote that the CTA made the order without considering ongoing discussions between the cities of Ottawa and Gatineau, including local MPs, about connecting the OC Transpo and STO transit networks using the bridge.

"You can certainly appreciate the city's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time," Watson wrote.

Watson also said he doesn't believe there are viable rail operators that could use the railway.

The Canada Transportation Act allows appeals directly to cabinet.

A spokesperson for Garneau confirmed his office has received Watson's letter and "will follow due process," but wouldn't comment further.

At city hall, Watson said it doesn't make sense for the city to spend millions now to upgrade the bridge when it's not ready to run trains to Gatineau, especially when the city's third phase of LRT is projected to be to Kanata.

As Watson described it, "Phase 3A" would be to Kanata and "Phase 3B" would be to Gatineau.

The city doesn't have money to fix the bridge. It doesn't even have money yet to build LRT to Kanata.

With no work planned, the city contends that the CTA's order simply isn't doable under the funding constraints.

"We don't believe that the decision is fair for the City of Ottawa and for our taxpayers," Watson said.

"We have every intention, as I've said on many occasions, of using that bridge. We want to have the O-Train go over to Taché Boulevard Rapibus station so we have a more seamless transition between people who work in Gatineau and live in Ottawa, and vice-versa."

Watson still thinks a cycling and walking path across the bridge is out of the question.

"I believe that would be a complete waste of tax dollars to do something like that for \$10 million and a few years down the road we have to rip it up and put rail in for the rail system," Watson said, adding the city has an obligation to seal up the bridge and keep people off until it's ready for trains.

Aileen Duncan, a Centretown resident who started a petition in 2016 to keep the bridge open, said people just want to know the city's intentions for the crossing. The city had to block the bridge to pedestrians to protect its liability, but the fences keep getting cut.

Duncan acknowledged the difficulty with the bridge having an active railway designation and she sees positive signs in the cities of Ottawa and Gatineau talking about its future, but she predicted the "landmark" bridge will again become a flashpoint as the warmer months approach.

"It's my impression that the public wants clarity on what the city intends to do with this bridge," Duncan said.

"This bridge isn't going away."

City to appeal agency's order to replace ripped-up rail

Mayor Jim Watson asking transport minister to intercede in squabble with federal agency.

The City of Ottawa is appealing a federal agency's order to restore, sell or scrap a portion of rail line near the Prince of Wales Bridge, and the mayor is asking a federal minister to step in.

As part of light rail construction, the city removed a section of the line north of Bayview Station.

The Canadian Transportation Agency's (CTA) mid-February decision would force the city to either put the line up for sale, which could lead to its permanent closure if no buyers come forth, or restore it to a state where it could be re-opened to rail traffic within 12 months.

Given until the end of April to respond, city officials had said they would likely appeal the decision, which they saw as the agency going too far.

In a memo Tuesday, Mayor Jim Watson said the city has started filing an appeal with the Federal Court of Appeal. If approved, that appeal process could take a year or two.

Watson told reporters later that day he doesn't think the agency's decision is fair.

"We have every intention of using that bridge " we believe it's in [our] best interest that we don't go spend money now when we're not ready for that service to go," he said.

"We want to get service to Kanata as Phase 3A [of the light rail network], as I call it, then Phase 3B would be to Gatineau."

Request to cabinet

Watson also said he's written to federal Transport Minister Marc Garneau to request a review under Section 40 of the Canada Transportation Act, which gives the federal cabinet the power to change or throw out an agency ruling.

"You can certainly appreciate the City's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time,"

Watson wrote in the letter, which was attached to Tuesday's memo.

"Particularly, it appears that the CTA has rendered its decision without taking into account the ongoing discussions between the cities of Gatineau and Ottawa, as well as with local Members of Parliament, with respect to the future potential use of the [bridge] in connecting our two transit systems."

Watson wrote it would take two to three years to get the bridge ready, rather than the 12 months imposed by the agency, and he said he doesn't believe are any viable groups with enough money to run rail over the bridge.

A group called Moose Consortium Inc. has submitted plans for a rail line over the bridge that would go around Bayview Station and service outlying communities such as Smiths Falls, Casselman, Arnprior, Montebello and Wakefield.

That group reported the rail line's removal in 2016 to the CTA, and claims it can pay the \$50 million it estimates it will take to fix the bridge.

Advocates want action on disused rail bridge

A group advocating for the Prince of Wales Bridge is asking federal Transport Minister Marc Garneau to not let the City of Ottawa off the hook so easily when it comes to the interprovincial crossing.

The grassroots Ottawa River Bridge (ORB), which has a core group of about five people organizing the effort, wrote to Garneau on Monday suggesting that the federal cabinet shouldn't rescind an order from the Canadian Transportation Agency (CTA).

The order compels the city to restore the rail line north of Bayview transit station so that it would be operable within 12 months of the agency giving running rights to another rail company. The order also applies to the city-owned bridge spanning the river. The other option offered by the CTA is for the city to discontinue the line, effectively removing the city's control.

The city wants Garneau to step in and is also asking the Federal Court of Appeal to consider hearing a challenge to the CTA's decision.

"The concerns expressed by the City of Ottawa are legitimate. Still, we believe that rescinding this decision would allow for the city's inaction on the bridge and railway to continue," ORB member Elena Prokopenko says in the letter to Garneau.

The ORB would rather Garneau vary the order. The group suggests a one-year extension that would see the city return to the CTA and explain its intended use of the bridge. By April 30, 2019, the city should present a three-year strategic plan to bring the bridge to a state where it can be operational within 12 months, the ORB says.

"In addition, you may wish for the City of Ottawa and Ville de Gatineau to report back to your office in April 2019 to provide an update on their discussions regarding interprovincial transit, an activity that Mayor (Jim) Watson committed to in his 2018 State of the City address," Prokopenko says in her letter to Garneau.

The city doesn't have the money to fix the bridge and return it to an operational rail line. It's part of the city's long-term transit plans " Watson calls it "Phase 3B" of the third stage of LRT, with Phase 3A being LRT to Kanata " but there's no timeline. The mayor is against spending \$10 million to temporarily repurpose the bridge as an interprovincial pedestrian and cycling path.

In his own letter to Garneau earlier this month, Watson complained that the CTA made its decision without considering the discussions between local politicians about connecting the Ottawa and Gatineau transit systems using the bridge.

The CTA started the investigation after receiving information from the Moose Consortium, which raised concerns about the city removing tracks near Bayview station during the construction of the joint Confederation Line and Trillium Line station. Moose (standing for Mobility OttawaOutaouais: Systems and Enterprises) has ambitions of starting an interprovincial rail network using the Prince of Wales Bridge.

27/04/2018 *CBC News*

Prescott

Prince of Wales Bridge

City gets more time to figure out future of Prince of Wales Bridge

City had been ordered to either sell the bridge's rail line or ready it to reopen

The city will get more time to respond to an order to reopen the Prince of Wales Bridge to rail traffic.

Earlier this year, the Canadian Transportation Agency (CTA) ordered the city to take the steps so the bridge could be put into service within 12 months or to go through the formal process of discontinuing the line, which includes putting the bridge up for sale.

The city had until this coming Monday to respond.

There are no city plans for the bridge in the short term, but in the long term it has talked about using the bridge to set up a rail link to Gatineau.

As part of light rail construction, the city removed a section of the line, running north of Bayview Station toward the bridge, and built part of the Bayview station structure over it.

The rail bridge itself has also been closed off.

Moose Consortium Inc., a group that has had ambitions of offering rail services to outlying communities in Quebec and Ontario filed the initial complaint with the agency.

Deadline now tied to court ruling

After the CTA issued their order, Mayor Jim Watson wrote a letter to Transportation Minister Marc Garneau asking for a review.

The city also filed an appeal of the CTA's order with the Federal Court of Appeal.

So far the court has not yet agreed to hear the city's case, so the CTA has given the city an extension.

In a memo to council, Rick O'Connor, the city's clerk and solicitor said the CTA has agreed to give the city 30 days after the court's decision to respond.

The 30-day deadline will start either after the court declines to hear the case or 30 days after the appeal process is finished if the court does decide to hear it.

28/04/2018 *Ottawa Citizen*

Prescott

Prince of Wales Bridge

Watchdog eases deadline for decision on bridge

The Canadian Transportation Agency (CTA) has granted the City of Ottawa an extension to decide the fortunes of the Prince of Wales Bridge.

On Feb. 16, the CTA ordered the city to make a decision by April 30 about whether it would restore the Ottawa River Line — which includes the Prince of Wales Bridge — to functional status within 12 months.

The city appealed the order to the Federal Court of Appeal.

On Friday, the CTA granted the city an extension because the appeal hasn't yet gone to the court.

In a memo from city clerk and solicitor Rick O'Connor to Mayor Jim Watson, council, and the transit commission on Friday, O'Connor said the CTA has agreed to a 30-day deadline after the court makes its decision, or after the appeal process.

The City of Ottawa bought the bridge from the Canadian Pacific Railway in 2005 for a future rail project.

The city intended to use the bridge as an LRT conduit from a proposed Bayview station to Gatineau's transit system, but has not made concrete plans for any such project.

In September 2017, the city told the CTA that it could take two years to realign the tracks and to become fully functional.

Construction began in 1880 on the original Prince of Wales Bridge, which was named after Albert Edward, Prince of Wales, who eventually became King Edward VII.

In 1926, the Canadian Pacific Railway spent \$750,000 on upgrades to the bridge, which were completed by February 1927.

The Federal Court of Appeal has agreed to hear the city's arguments opposing an order to fix the Prince of Wales Bridge, council learned Thursday. Federal Transportation Minister Marc Garneau has also asked the city to send him information about the case so he can bring the matter to cabinet, city clerk and solicitor Rick O'Connor told council.

Mayor Jim Watson wrote to Garneau in early March asking for his intervention after the Canadian Transportation Agency (CTA) forced the city's decision on the future of the old rail bridge between Ottawa and Gatineau.

The CTA gave the city an ultimatum: Discontinue the rail line, or fix the bridge so that it could be used by another rail operator 12 months after being notified by the agency.

Watson told Garneau the CTA didn't consider the ongoing discussions between the cities of Ottawa and Gatineau about the bridge's future in connecting the municipal transit services. Ottawa's Trillium Line stops at Bayview station, just south of the bridge.

Cabinet could uphold, vary or rescind the CTA decision. Watson wants the decision rescinded.

The City of Ottawa owns the bridge but it's not ready to spend money on the repairs. Watson has also ruled out spending \$10 million to install a cycling and pedestrian path across the bridge deck, characterizing it as a waste of money if the city has ambitions to return the bridge as a crossing for trains. No one is allowed on the bridge. The CTA investigated the bridge, and the rail line between Bayview station and the bridge, after the Moose Consortium complained about the city removing tracks during the construction of Bayview station, which is a joint Confederation Line and Trillium Line station.

The court stayed the CTA's order until there's a decision on the city's appeal. The court has not set a date for a hearing.

Prince of Wales Bridge gate broken over and over and over again

Since it was installed in September 2016, repairs have cost nearly \$15,000, city says.

After the City of Ottawa installed cheaper fencing than it wanted to keep people off the abandoned Prince of Wales Bridge, it's had to be repaired dozens and dozens of times because people keep breaking in.

The chain-link gated fencing was installed in September 2016, along with some no trespassing signs, at a cost of about \$46,000.

There were different chain-link fences and signs in place before then, but they fell into disrepair and were repeatedly vandalized by people looking to cross the bridge on their bikes, eat picnics, watch the sunset, and just hang out.

In response to mounting safety concerns about ongoing illegal use of the bridge, Transport Canada - which still regulates the disused railway crossing — wrote to the cities of Ottawa and Gatineau in December 2015, asking them to "permanently barricade the bridge to stop trespassers."

City planned to install better fence

The City of Ottawa planned to spend about \$250,000 to install more rigid and secure gates, but after public outcry, the city decided to spend just \$46,000 on a different chain-link fence and more trespassing signage.

The new fence was installed in September 2016 and was broken into just hours later.

Since then, it's been repaired well over 50 times at a cost of nearly \$15,000, wrote Troy Charter, the city's director of transit operations, and Laila Gibbons, the city's director of parks, forestry and stormwater services, in an emailed statement.

(Specifically, there have been 46 repairs from April 2017 to present. The city was unable to immediately provide the number of repairs from September 2016 to April 2017, when a formalized work order tracking process was not yet in place.)

The cost includes fixing fences cut along Lemieux Island (which the rail bridge crosses), fixing fences along pathways and the former railway area, repairs to the gates at the north and south end of Lemieux Island, and replacing vandalized signs along the fence and gates.

Fencing was broken through as of this writing, and Charter wrote that a service order is currently open for repairs by Public Works and Environmental Services staff.

After the cheaper fencing option was installed and broken into the same day, Coun. Jeff Leiper warned that if people keep vandalizing it, "the city is almost certain to go ahead and in order to protect itself from liability ... put in place that more expensive solution."

Gibbons wrote in a statement Friday that there are currently "no plans underway to discuss alternative fencing."

Leiper was unavailable for an interview Friday.

The truss bridge was built in 1880 and its rail line operated for decades until it was eventually abandoned. Then the City of Ottawa bought it for about \$400,000 in the mid-2000s.

The bridge has been included in transportation plans as a potential future LRT extension or multi-use path to Gatineau, but has been kept closed in the meantime with chain-link fencing.

Candidates pitch ideas for Prince of Wales Bridge

The provincial Liberals are using the city's Prince of Wales Bridge as an election pawn.

However, they aren't promising money to fix the historic Ottawa River crossing. They're only offering their ears.

Local Liberal candidates said Wednesday that they would work with the City of Ottawa on any proposal or funding request to restore the bridge for LRT.

On the crossing to Lemieux Island with the Prince of Wales Bridge in the distance, Yasir Naqvi, the incumbent MPP for Ottawa Centre, suggested it was too early to talk about how much money the province would kick in.

"We want to start that conversation with the city," Naqvi said. "I think this is an amazing opportunity to start talking about revitalizing this bridge."

There's municipal momentum on both sides of the river. Ottawa and Gatineau have regular meetings about interprovincial transit issues, including the future of the Prince of Wales Bridge.

It's also a good year for politicians to make promises. The Ontario election is June 7, a general election in Quebec is scheduled for Oct. 1 and the municipal election in Ottawa is Oct. 22.

Both Quebec's Liberal Premier Philippe Couillard and Parti Québécois Leader Jean-François Lisée have said in recent weeks they would look favourably on funding requests from Gatineau for light-rail development in the city's west end, near the Prince of Wales Bridge.

Including the feds, there are five governments that could play a funding role in the bridge.

"We are really starting to see the stars aligning and we as a team want to, from Ontario's perspective, work on this, and part of that conversation is first to determine exactly what is going to be the cost, what needs to be done to stabilize the bridge and make it part of the LRT network," Naqvi said.

On the Ontario side of the river, the bridge crosses into the riding of Ottawa Centre.

Of the Liberals at the announcement, Ottawa West-Nepean incumbent MPP Bob Chiarelli probably has the most interesting connection to the bridge. He was Ottawa's mayor when the city finalized the purchase of the bridge in 2005, along with a CP Rail line, which is now the Trillium Line. The vision was to one day use the bridge for a transit link to Gatineau.

"There is still a tremendous opportunity there," Chiarelli said, pointing out bumper-to-bumper traffic on the Sir John A. Macdonald Parkway during the morning commute that could be reduced with a rail link to Gatineau.

Past estimates put the cost of necessary bridge repairs for rail between \$20 million and \$40 million.

The city's transportation master plan doesn't consider using the bridge for rapid transit for at least another 13 years. Mayor Jim Watson in recent months has been lumping the bridge into a Stage 3 LRT expansion, which is primarily a blueprint to extend tracks through Kanata. The bridge would be a separate project, possibly within the same time frame as Kanata LRT.

Still, there are no firm plans for either project since the city has no money for construction. It hasn't even started building the Stage 2 LRT extensions yet, or for that matter, opened the Stage 1 crosstown LRT.

The game-changer could be the LeBreton Flats redevelopment and downtown relocation of the Ottawa Senators. If that happens, there will be an immediate need for a better interprovincial transit link.

The Prince of Wales Bridge is closed, and each summer the city struggles to keep people from trespassing onto it.

Naqvi said the Liberals would also listen to pitches for a repair job that would bring the bridge up to snuff for a pedestrian and cycling path, something that Watson has rejected as being a waste of \$10 million since the bridge will one day be used for rapid transit.

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Prescott

Prince of Wales Bridge

City asks feds to wait on Prince of Wales Bridge appeal while repair order challenged in court

Jon Willing Updated: July 13, 2018

The City of Ottawa has asked the federal Liberal government to hold off on considering an appeal over the Prince of Wales Bridge, believing it has a good shot at overturning a repair order in court.

The Canadian Transportation Agency last February ordered the city to either discontinue the rail line and bridge or make them ready to use within 12 months of receiving notice.

The city thinks the order is baloney.

In documents filed in the Federal Court of Appeal on June 29, the city says the CTA doesn't have the power to investigate if a rail line has been discontinued, and even if it does, the agency is exceeding its jurisdiction by "imposing non-existent maintenance standards" on the rail line. Only the federal minister of transport has the power to issue maintenance orders, the city says.

There is no hearing date yet at the Federal Court of Appeal.

The CTA decision stems from a complaint by a group called Mobility Ottawa-Outaouais: Systems and Enterprises, or Moose. The group has dreams of creating a regional rail system using the Prince of Wales Bridge as an interprovincial link. After seeing that the city dug up some tracks near Bayview station, Moose claimed the city has discontinued the line.

The city had to remove tracks to build the new Bayview O-Train station. The city says it has plans to realign the track. Nothing compels the city under the Railway Act to operate a rail line, or even maintain it in a state of ready-to-use service, the city says in the court filing. Fixing the line for a third-party group, like Moose, would provide a "financial windfall" to a private venture, leaving property taxpayers picking up the tab, the city says.

"The decision compels the city to make significant capital expenditures for no current and likely no future value to Ottawa taxpayers," the city says in a notice of appeal. "It is disruptive to municipal planning involving both the city and Gatineau and does not take into account the city's existing efforts to develop a well thought-out, open, omprehensive, and collaborative regional transportation mandate."

It would take three years alone to fix the bridge, the city says. Realigning the tracks around Bayview station would take two years.

After receiving the CTA order, the city launched a two-pronged strategy to block the decision. The city convinced the court to hear its appeal and asked federal Transport Minister Marc Garneau to bring the matter to cabinet, with hopes the Liberals would quash the CTA order.

Now, the city is asking Garneau to suspend the request for cabinet intervention to prevent the possibility of conflicting decisions. If the city doesn't win at court, it will ask Garneau to take the matter up with cabinet, according to the city's legal department.

The City of Ottawa owns the historic bridge. It bought the structure and the Trillium Line corridor from CP Rail in 2005 to protect a potential Ottawa-Gatineau rail link in future transit plans.

The bridge is also part of the City of Gatineau's recently announced \$2.1-billion LRT plan.

While the cities collaborate on interprovincial transit, there has been no public discussion about who would pay for the bridge's rehabilitation, expected to be in the tens of millions.

The City of Ottawa has its hands full with its own LRT planning. Ottawa will break ground of the second phase of LRT after opening the first phase, scheduled for November. The conversation will then move to the third phase to Kanata and Barrhaven, and possibly the interprovincial transit connection using the Prince of Wales Bridge.

The city is currently on the hunt for an engineering consultant to recommend ways to make preventative repairs on the bridge. A request for qualifications asks for firms that can provide professional guidance on the bridge's substructure.

According to Alain Gonthier, the city's director of infrastructure services, there isn't a new timeline established to renovate the bridge. "Maintaining this structure aligns with the city's comprehensive asset management program and is being done as part of a regular maintenance program," Gonthier said.