

Local Railway Items from Area Papers - Sussex Street subdivision

07/10/1882 Ottawa Free Press Sussex Street Sussex Street

Through the dropping out of a pin from a switch on one of the tracks in the St. L. & O. R.R. yard last evening, the locomotive Countess of Dufferin, driven by Thomas O'Neil, with the tender and baggage car, ran off the track. Fortunately the engine was going at a very slow rate of speed at the time, or some heavy damage might have resulted. No blame could be attached to anyone for the occurrence. A number of men with the assistance of another locomotive, replaced the engine and cars on the track.

09/10/1882 Ottawa Free Press Sussex Street Rideau River bridge

The footpath across the St. Lawrence & Ottawa Railway bridge over the Rideau river is in exceedingly dangerous state at present. Pedestrians crossing the bridge after dark had better beware of a rotten plank just about the centre of the bridge and between two piers. By falling through this drowning would probably result.

11/11/1882 Ottawa Free Press Sussex Street Sussex Street

While the 7.15 train from the west was steaming into the St. Lawrence & Ottawa Railway station last evening a passenger and a baggage car by some means or other, ran off the track at the Dalhousie street crossing. The train being moving only at a slow rate of speed no damage fortunately resulted. The cars were put on the track in the course of an hour by a gang of section men.

14/12/1882 Ottawa Free Press Sussex Street Sussex Street

In backing the 10 a.m. train at the St. Lawrence & Ottawa Railway depot, the iron horse, pushed just a little too far shoving the rear car off the end of the track and through the fence fronting on Sussex street on to the roadway. Fortunately no serious damage was done and things were righted in a short time.

19/12/1884 Ottawa Citizen Sussex Street

Lett awarded \$5,800 in his suite against St. L&O for the loss of his wife.

13/04/1885 Ottawa Free Press Sussex Street Rideau River bridge

A number of workmen who have been employed some time past at the job have completed the removal of the trestles erected last summer to strengthen the St. L. & Ottawa Railway bridge over the Rideau. This was in deference to a request made by the New Edinburgh village council, of Mr. Archer Baker, as it was feared that the ice this spring would be intercepted by the trestle work, causing a freshet. As the bridge is now considerably weakened, trains on the line arrive at and depart from the Montreal crossing, being transferred thither on a "lorry".

19/04/1885 Ottawa Citizen Sussex Street Rideau River

Raging Rideau

Below the St. Patrick Street bridge for several hundred yards the river was clear of ice but there was a jam at the railway bridge. Owing to this the village of New Edinburgh and the open country on the same side of the river was flooded for a considerable distance inland. In New Edinburgh some of the streets were impassable except by means of boats and a portion of the St. Lawrence and Ottawa Railway track was submerged.

22/04/1885 Ottawa Citizen Sussex Street Rideau River

It seemed impossible that the St. Lawrence and Ottawa Railway bridge and the New Edinburgh bridge could stand the strain upon them. The tremendous pressure of the ice forced a couple of the stone abutments of the railway bridge several feet out of place, but beyond this the bridge has not been damaged.

04/06/1885 Ottawa Citizen Sussex Street Sussex Street

Matters are very dull at present around the St. Lawrence and Ottawa Railway station.

09/07/1885 Ottawa Citizen Sussex Street

Arrival of Coal

During the last number of days a large number of coal laden cars have arrived at the St. Lawrence and Ottawa Railway station, and a large number of carts are now engaged in transporting the black diamonds to the various coal yards.

24/08/1885 Ottawa Free Press Sussex Street Sussex Street

The old depot of the St. Lawrence & Ottawa railway is for ever closed as a passenger station. Trains running over that line are now run into the Union depot; the alteration began today.

11/09/1885 Ottawa Citizen Sussex Street Sussex Street

The St. Lawrence and Ottawa Railway station has quite a bit of business in the coal line just now, this being in fact the principal traffic there. About 220 tons are delivered from that station.

30/09/1885 Ottawa Citizen Sussex Street Sussex Street

The new Howe scales purchased by the Corporation for the use of the St. Lawrence and Ottawa Railway station have arrived and are about to be placed in position. If an agreement can be arrived at with the owner of those lately leased by the corporation the new ones will likely replace them, but if not Boteler Street will probably be chosen as their site.

12/10/1885 Ottawa Citizen Sussex Street Rideau River

The longest train since the building of the road passed over the St. Lawrence and Ottawa Railway bridge across the Rideau River on Saturday last. It comprised some eighty-five empty flat cars all in tow of one powerful locomotive.

07/04/1886 Ottawa Journal Sussex Street Sussex Street

Train loads of coal coming into the St. Lawrence and Ottawa Railway have been temporarily stopped owing to the floods.

04/05/1886 Ottawa Free Press Sussex Street Sussex Street

A bloated looking engine on four small wheels was puffing backwards and forwards and making a big noise with the bell on the deserted Dalhousie street track this morning. It finally stopped close to the Cumberland street crossing, and its appearance so alarmed horses attached to passing vehicles that in many cases they could not be persuaded to cross and had to be driven round by another street.

29/09/1886 *Ottawa Journal* *Sussex Street*

A horse was killed on the Ottawa & St. Lawrence Railway last night by a freight train coming in from Prescott. The accident happened on the new embankment near New Edinburgh.

09/10/1886 *Ottawa Citizen* *Sussex Street* *Rideau River*

The embankment of the railroad track between Ottawa and New Edinburgh for the purpose of arresting, if possible, the chronic spring floods which annually inundate that village, is being rapidly proceeded with.

25/10/1886 *Ottawa Journal* *Sussex Street*

The dyke at New Edinburgh is about completed and will likely prevent an occurrence of the annual spring floods. The stonework is of the most substantial nature, while the C.P.R. track, quite a barrier in itself, has been raised to the necessary height.

10/11/1886 *Ottawa Free Press* *Sussex Street*

The work of heightening the grade from the old St. Lawrence and Ottawa engine house along the line, is completed. The work has been well carried to a successful termination by Mr. Wallace, for 20 years a roadmaster under the old company. The line has been sufficiently raised to do away with all fears of floods.

15/12/1886 *Ottawa Free Press* *Sussex Street*

The clerk of the corporation of New Edinburgh has received a bill from the Canadian Pacific railway for filling in the embankment for the dike. The raising of the railway embankment and cost of labor is billed at \$1,539, cost of labor and stone rip \$86, train hauling, filling and ballasting \$750, closing up and raising cattle guards and culverts \$175. The total amount is \$2,500. The corporation thinks that if the work is solid and lasting that they have a satisfactory job.

07/01/1887 *Ottawa Journal* *Sussex Street*

Yesterday Mayor McDougall wired the Canadian Pacific Railway authorities in Montreal, to know when the company proposed to build the new bridge over the Rideau river. As the Vice President of the company was absent no reply could be given. It is necessary that before spring the embankments at the bridge should be leveled so as to prevent any destruction by the spring freshets and ice heaves.

08/01/1887 *Ottawa Citizen* *Sussex Street*

His Worship Mayor McDougall has communicated with the CPR authorities at Montreal to know when the company intend building the new bridge over the Rideau River. It is necessary before spring that the embankments of the bridge should be levelled in order to prevent the influx of the usual spring freshets.

29/01/1887 *Ottawa Journal* *Sussex Street* *Sussex Street*

Rather than go to law with the Canadian Pacific Railway, the Carleton County Council might engage a competent bridge engineer to examine the bridge embankment at the Rideau, which is claimed to flood the country above in spring, and if his report bears out the claim, to forward it to the C.P.R. people before doing anything else. The only report so far, we believe, is that of the C.P.R. engineer, Mr. Petersen, and he is alleged to have simply made up his mind against the probability of the embankment aggravating the floods, without honestly examining the facts in the case.

03/02/1887 *Ottawa Journal* *Sussex Street* *Sussex Street*

A discussion took place at the meeting of the Board of Works last night with reference to taking some action with regard to the removal of Rideau river railway bridge embankment but the matter was left over to see what action the C.P.R. Company would take on the petition of the Carleton County Council.

02/04/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The old hay shed in the St. Lawrence & Ottawa Railway yard, near Sussex street, is again being made the rendezvous for disreputable characters at night. Unless looked after by the police, it will soon be torn down entirely.

27/04/1888 *Ottawa Free Press* *Sussex Street* *Dalhousie street*

The crossing at the railway track on Dalhousie street is in a very bad condition. It is worse than going over a corduroy road to cross it in a vehicle. The spaces between the rails should be filled in with planks. The cost to the company would be a trifle and the convenience to the public considerable.

18/06/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The empty store houses composed of coal oil soaked boards at the St. Lawrence & Ottawa railway crossing on Dalhousie street should now be removed, as there is no more use for it, and it is a standing menace, should it take fire, to the neighborhood.

04/07/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The site of the old emigrant shed will be occupied as a lumber yard and fenced in by Messrs. Jas. McLaren & Co.

05/07/1888 *Ottawa Journal* *Sussex Street* *Sussex Street*

The old immigrant shed at the St. Lawrence and Ottawa depot, is being demolished. Mrs. Galvin has been obliged to vacate the premises.

19/07/1888 *Ottawa Journal* *Sussex Street* *Sussex Street*

The Canadian Pacific Railway Company have to all intents and purposes closed the old St. Lawrence and Ottawa railway line from Chaudiere junction to the depot on Sussex street, thereby depriving the lower end of the city of a railway terminus, which for upwards of thirty years was the life and soul of that portion of the city. In consequence of this a large proportion of the business which was done on Sussex, Dalhousie and the other streets in Lower Town leading to the old depot when that branch was in use and the St. Lawrence and Ottawa depot was the terminus of the line to Prescott, has now found its way to Upper Town and the Chaudiere.

The desertion of the old terminus of the line by the C.P.R. company was not done quickly. It was the work of years and has caused a great deal of dissatisfaction among property holders and businessmen in the lower portion of the city, who say they have been ruined in consequence of the depreciation in the value of property and the departure of business to the upper end of the city. They contend that when the line was built into the city in 1850 the then corporation of Bytown granted a bonus of £15,000 sterling, or about \$75,000, towards the construction of the line, and in addition loaned to the then Bytown and Prescott railway company £50,000 or about \$250,000 to assist the work of construction on the distinct understanding that the north-eastern terminus should be in Bytown.

Some four years ago the St. Lawrence and Ottawa company got under the control of the Canadian Pacific railway company. That company, as soon as it assumed control of the road, changed the terminus of the line as far as passenger business was concerned, to their depot in the Chaudiere. This caused a howl among the property owners and businessmen of Lower Town and the City Council was appealed to, but they, on the advice of the City Solicitor, decided that it was impossible for the corporation to compel the C.P.R. to run its trains into the old depot. Things went on, the Canadian Pacific gradually withdrew their freight business from the lower town station until now not a single car is to be seen week out and week in at the Sussex street depot, where previous to the purchase of the road by the C.P.R., all the traffic of the line to Prescott entered and left the city. Last winter that branch line was fully five months blocked with snow and not a single car passed over it.

More - city interest, C.P.R. refused to allow C.A.R. to purchase the line from where it crossed their line so they could open up a depot there etc.

21/07/1888

Ottawa Free Press

Sussex Street

Sussex Street

The residents of Lower Town owe a deep debt of gratitude to Ald. Henderson, to whom alone belongs the credit of breathing life into, and taking action in the matter of the closing of the old St. Lawrence & Ottawa railway depot on Sussex street. Many and grievous have been the complaints made by residents in that neighbourhood, of loss sustained both by decrease of trade and depreciation in the value of property but though many suffered none took any decisive action. Ald Henderson, however, was among those who were affected and after conducting a private correspondence with the C.P.R. asked the city clerk to write and inquire whether they intended to reopen the station and when? No answer was forthcoming and so he moved his resolution of Monday night referring the matter to the city solicitor.

In reply to a Free Press reporter, Ald Henderson said: "I know nothing of old bylaws; the city subscribed for \$15,000 WORTH OF STOCK

on the ground that it would be a great advantage to have a railroad running from the waters of the St. Lawrence to those of the Ottawa. That stock has, of course, been eaten up, as the line has frequently changed hands. The grounds upon which I base my resolution are these: The ground on which the depot stands, eleven lots in all, was granted to the railway in trust for a depot - whether passenger or not I cannot say, but it is not now used as either a passenger or a freight depot. Then again, the company has frequently and successfully applied to government for pecuniary assistance, urging their claim on the ground that they were doing incalculable benefit by running their line between these two points. These two points were named in their charter, they have received all they ask, and yet they propose to discontinue using the depot. When the C.P.R. acquired the line they immediately

MOVED ALL THE STOCK

to the Union depot and commenced such a line of action as was calculated to drive away traffic from the line and give them an excuse for closing it. Then they closed the depot and now hardly use it at all. The firm of McLaren & Co. have felt this very heavily. We have frequently been unable to obtain cars, and when we have asked for them have been told that they were in use elsewhere. I then wrote privately and was told that it would take \$10,000 to repair the bridge, but if we would guarantee them a paying traffic, the depot would be reopened, if not we must send to the Chaudiere for shipment. This means a discrimination of 50 cents per 1000 feet against us. I am not aware that the charter gives any right to guarantee of paying traffic, or that the ground was given on that understanding. The C.A. railway are willing to buy the whole branch of the line, and would make that their chief depot, but the C.P. railway will not sell. I am of the opinion that the city can obtain a mandamus to force them to reopen the depot and maintain it open.

28/07/1888

Ottawa Journal

Sussex Street

C.W. Spencer says the fuss raised about the Sussex street depot can be attributed to James McLaren Lumber who want to ship their lumber form the Lower Town depot. Prepared to keep the depot open, repair the bridges etc.--

30/07/1888

Ottawa Free Press

Sussex Street

Sussex Street

Long article on the closed depot.

Today the depot stands a deserted pile of ruinous sheds. Here the ruins of one destroyed by fire stands in all their black ugliness, there one blown by a gale lies a heap of worthless lumber, and utterly useless. The yard resembles a vast howling wilderness, with lines of rusty rails running between masses of rank weeds, whilst cars, passengers, hacks, locomotives and employees are all conspicuous by their absence, and the silence of Goldsmiths's deserted village reigns over the once busy scene. The only goods in the yard being a large pile of piles and an apparently dangerous quantity of petroleum. More.

15/10/1888

Ottawa Citizen

Sussex Street

Sussex Street

Lower Town's Railway

A Reply to the demand for reopening.

Once upon a time the commercial interests of Ottawa centered in Lower Town; and when in 1851 the first railway connection was to be provided, the promoters of the St. Lawrence and Ottawa Road, between this city and Prescott, were glad to accept the gift of a generous portion of land there on condition of placing their station upon it. Trade moved west and the St. L. and O. Railway Station dwindled into insignificance compared with that of the Chaudiere used by the Canadian Pacific lines. In 1884 the C.P.R. secured possession of the St. L. and O., the passenger traffic was diverted to the Chaudiere, and only a portion of the freight was brought in at the old depot. Latterly freight trains have been stopped also. The people of the neighborhood chafed at the loss of business and shrinkage in the value of their properties, and at length the City Council was prevailed upon to remind the C.P.R. people that they were under an obligation to the city to run trains into the old station.

FIRM, BUT CONCILIATORY

The company's reply to this communication was presented to the Acting Mayor Erratt on Saturday evening, at a meeting of the Finance Committee, of which he is chairman. The company refuses to acknowledge any such obligation as that claimed, claim that the public are better satisfied with the service to the Union station than at the Sussex Street station, and proceed to give reasons why, if they wanted to, they could not run trains into the latter. They claim that their bridge over the Rideau River is in such a condition as to make the passage of trains over it dangerous, and held that in the present unsatisfactory condition of the river, this bridge, or any better one replacing it, is liable to be carried away by the spring floods. And, comforting New Edinburgh at the expense of Ottawa Ward, they declare their intention of shortly erecting a station on the baby ward side, for the handling of local freight. This local freight will, of course, consist chiefly of Maclaren's lumber.

This ought to please Ald. Henderson, who is manager for the Maclaren business, but he wants more. As he told the committee, he would have the city endeavor to force the company to run trains into the old station, even if the aid of the courts had to be invoked. If they don't want to do this, he wants them to give up the property given for station purposes, so that some other railway may come in and use it.

UPPER TOWN NOT DISSATISFIED

When the frank admission - for a lawyer - that law and reason might not be the same, Ald. McVeity declared it unreasonable to seek to compel the railway to use a station which it had abandoned by reason of a change in trade. If the east end had suffered, the people of the west had been the gainers, and could not be expected to be a party to a fight in the courts against their own interests. The injury had been caused not to the city, but to certain individuals and these could, if they liked, take action for damages.

Another Upper Town representative, Ald. Gordon, was not inclined to get the city into a suit with the C.P.R. It would be too big a thing and have too much risk attached to it. He thought it probable that the majority of the public would hold that they were better served as is, and declared - despite Ald. Henderson's protest - that the business had gone from the railroad, not the railroad from the business. He suggested that those doubting the sentiments of the public might make the question an issue.

IN THE JANUARY CAMPAIGN

As an Ottawa Ward man, of course, Ald. Bingham had a word to say in favor of maintaining the Sussex Street station. He disputed statements that business had left the railway, declaring that there was now ten times as much done on Dalhousie and twenty times as much on Cumberland street as twenty years ago. Ald. Larose alone refrained from giving the committee the benefits of his views.

The Chairman turned the attack by producing a lawyer's letter, being an opinion obtained by the City Solicitor from A.J. Christie Q.C., to the effect that the city had a good case to take into court.

"Yes, a good one for the lawyers," someone dryly remarked, and when the suggestion was made that the opinion of the most eminent counsel should be obtained, it was silenced by the same skeptic, who gave it as his opinion that "these lawyers are all in the same boat."

In the meantime the CPR's letter will come before the Council without official comment from the Finance Committee.

16/10/1888

Ottawa Citizen

Sussex Street

Sussex Street

Discussion in Council on CPR letter. Agreed to have the lawyers make up a case for forcing CPR to provide service.

17/11/1888 Ottawa Free Press Sussex Street Sussex Street

Yesterday afternoon a party of loafers made the old St.L. & O.R.R. ground the scene of a dog fight and for a time two dogs tore and bit at each other for the sport of the worst brutes than themselves. --

01/12/1888 Ottawa Journal Sussex Street Sussex Street

The following appears in the Canada Gazette today:

"The St. Lawrence and Ottawa Railway Company will apply to the Parliament of Canada, at the next session. For an Act directing the proceeds of the sale of certain of its lands to be applied in improving its property or redeeming its bonds and authorizing it to change the position of one of the termini in the City of Ottawa and for other purposes."

The latter clause is taken to mean, by those who claim to know, as a clincher, to establish the C.P.R. right to close the Lower town depot.

03/12/1888 Ottawa Citizen Sussex Street Sussex Street

Hon. R.W. Scott, the local solicitor for the C.P.R. told the reporter of an evening contemporary that he had advised the company to sell the Lower Town station. The burden of municipal taxes upon their property was an onerous one for a large railway corporation. He thought Ottawa was behind other Canadian cities in aiding railway construction. If the city had any enterprise it would buy the property, and hold it to be offered to the Ottawa and Vaudreuil or some other railway, which would make its terminus in Lower Town. As for the city's contribution towards purchasing the ground for the Lower Town terminus, Mr. Scott said the city gave the free use of McTaggart Street for a railway track, but the land for the station was purchased by the company from individuals or the crown.

12/12/1888 Ottawa Free Press Sussex Street Sussex Street

The disused railway cars on the St. Lawrence & Ottawa railway north of the Rideau river, have been hacked up by disorderly characters who were in the habit of frequenting that locality at nights during the summer.

28/01/1889 Ottawa Citizen Sussex Street Sussex street station

Lower Town Station.

It is reported that the Canadian Pacific Railway Company intend to reopen the old St. Lawrence and Ottawa Station, and also to rebuild the bridge across the Rideau River. Some time ago the Assistant General Manager of the Company, Mr. Shaughnessy, Mr. Peterson, chief engineer, and some of the local officers discussed the matter and they determined on the above mentioned conclusion. It is probable that work will be started in the spring.

22/04/1889 Ottawa Citizen Sussex Street Sussex Street station

Lower Town Station Approaches.

It is now definitely said that the C.P.R. intend to erect a bridge over the Rideau River so as to open up communication with the Sussex street depot. Plans for the construction of the new bridge have been prepared and work will be commenced early in May, and it is hoped trains will cross it in August.

14/05/1889 Ottawa Citizen Sussex Street Rideau River Bridge

Work was commenced yesterday on the relaying of a new track and for the building of new bridges on the old St. Lawrence and Ottawa Railway. This work will be carried on with all possible haste. It is expected that the work will be finished and the new station opened by the time two months has elapsed.

14/05/1889 Ottawa Journal Sussex Street Rideau River

The new railway bridges over the Rideau River, over which the new connection with the Lower Town branch of the C.P.R. is to be made are to be iron superstructures on the present stone piers. The total cost of these new structures will be \$25,000. They will be the same pattern as the old wooden bridges. The first train will be run in on the 27th of the present month not the 27th of June from which date the line will be open for train traffic only.

THE DEPOT

The depot will give employment to a complete freight outfit, consisting of a freight agent and some four or five men. No passenger traffic whatever will be arranged for, but special trains of both light and heavy freight will be daily received and deposited. The argument against the opening of the old depot for passenger traffic is a simple one. It is considered that the Union Depot is the natural central point for the arrival and departure of passengers as those coming from Montreal and desirous of going to Prescott or vice versa, can, under the present arrangement, change from one train to another, and save the trouble and expense of driving nearly the whole length of the city to continue their journey.

More

H.B. Spencer (in part) "When the company took over the line these bridges were in anything but good condition. I myself took over the last engine that crossed them and proved that they were positively unfit for traffic. We therefore stopped all business over them at that date.

More - positive response.

01/06/1889 Ottawa Journal Sussex Street Rideau River

Work on the new bridges over the Rideau River in connection with the Lower Town section of the C.P.R. is progressing rapidly. The superstructure is now half stripped and in a few days will be wholly removed. Meantime work on the stringers and ties is being rapidly pushed forward.

03/06/1889 Ottawa Free Press Sussex Street Rideau River bridge

The C.P.R. are pushing the work on the new bridge over the Rideau river and in a few days the old superstructure will be removed. The men are now at work on the stringers and no time is to be lost on the work.

10/06/1889 Ottawa Journal Sussex Street Dalhousie Street

Work on the Lower Town section of the C.P.R. is being pushed forward rapidly. So great is the progress being made that large gangs of workmen were engaged yesterday in laying rails from the Dalhousie Street depot to the bridge. Progress is being made fast with the bridge construction. (Note - yesterday would have been a Sunday)

11/06/1889 Ottawa Citizen Sussex Street Sussex Street station

The first train on the St. Lawrence and Ottawa Railway since the reconstruction of the bridges over the Rideau and the repairing of the road generally, came in yesterday afternoon. It was loaded with coal. The merchants of Lower Town are highly pleased with the opening up of the road and depot again, and say the C.P.R. will be repaid for their outlay.

12/06/1889 Ottawa Citizen Sussex Street

Warden of Carleton County's address.

The C.P.R. having decided to rebuild the old St. Lawrence and Ottawa Railway bridge, he had written to the railway authorities asking that the piers should be so built as to cause no damage by forming ice jams. In reply it was stated that an engineer had been sent on who reported no damage would likely result from that cause and the company would not hold themselves liable for such an injury.

15/06/1889 Ottawa Free Press Sussex Street Rideau River bridge

MacLaren & Co. are now shipping lumber over the reconstructed St. L. & O. bridge. A large quantity of lumber is piled in the station yard waiting for shipment. The materials for the new bridge have commenced to arrive.

02/07/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

A new platform is much needed at the St. Lawrence & Ottawa railway station, the present one being in a most disgraceful condition.

04/07/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

A force of some sixteen carpenters have been engaged for some time past in framing timber for the new St. Lawrence and Ottawa Railroad bridge over the Rideau which replaces the temporary one at present in use. The placing of the stringers in the new structure was commenced yesterday.

05/07/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Arrivals of coal at the sheds of the St. Lawrence & Ottawa railway are very small at present but large quantities of lumber, however, are being shipped daily from that point.

15/07/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The preliminary work of the new C.P.R. bridge over the Rideau river for the use of the St. Lawrence and Ottawa branch, is almost completed.

24/07/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

The superstructure of the C.P.R. bridge across the Rideau River is now being placed in position. When this is completed the temporary trestles placed underneath the bridge to support it during construction will be removed.

31/08/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The work on the new St. Lawrence and Ottawa Railway bridge over the Rideau River has been shoved forward so rapidly that it is now nearly completed, and trains will, it is expected, be running over it regularly very soon.

07/09/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

A locomotive of the Canadian Pacific now daily hauls in trains from the Chaudiere junction on the St. Lawrence & Ottawa branch, laden with coal to the Lower Town depot. These trains pass over the new bridge on the Rideau, which is well nigh completed. A great deal of lumber is being shipped daily from the depot for the concern of MacLaren & Co. The lines will bring in car loads of freight daily for city merchants, but not any consignment under a car load.

23/09/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

Work on the reconstruction of the C.P.Ry. bridge over the Rideau at New Edinburgh, is proceeding at a rate that indicates its completion before the end of the fall.

27/11/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Yesterday afternoon there arrived at the Sussex street depot of the St. Lawrence & Ottawa railway, the magnificent palace car "Victoria," which is kept for the private use of his Excellency the Governor General and the vice regal party. Mr. H.B. Spencer and Conductor Mackintosh came around in the car from Union station of the Canadian Pacific railway at the Chaudiere and Engineer F. Daniels ran the locomotive via the Chaudiere junction. The equipage of the rail was placed under a special car shed near the Sussex street entrance to the depot, where it will now be kept permanently, under daily and close supervision, and where hereafter, Lord Stanley and party will embark and debark when proceeding on or returning from a trip, via the Canadian Pacific railway.

24/03/1890 *Ottawa Journal* *Sussex Street* *Rideau River*

The C.P. Ry. has decided to put an end to foot passenger traffic over the old St. Lawrence and Ottawa railway bridge across the Rideau River in New Edinburgh. A brilliant notice in English has been placed at the King Street end prohibiting traffic and threatening prosecution for trespass. This must be an interesting notice to the German residents on the New Edinburgh side who cross over in this way to reach the Lutheran church at the corner of King and Wilbrod.

25/03/1890 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The German residents of New Edinburgh are indignant at the action of the C.P.R. authorities in closing foot traffic over the St. Lawrence & Ottawa railway bridge thus cutting off an easy approach to the city. In future, however, they will have to come by way of the St. Patrick street bridge.

14/04/1890 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Extensive repairs are being made to the St. Lawrence and Ottawa railway track, since the coal shipments have ceased coming into the Lower Town depot. Foot passengers still cross the bridge over the Rideau, but at their own risk, the company assuming no responsibility for accidents.

19/06/1890 *Ottawa Journal* *Sussex Street* *Rockcliffe spur*

Proposed branch of the CPR to Rockcliffe.

Once more a movement is afoot to give Ottawa a shipping point below the falls. This time Mr. T.C. Keefer is the mover, and it appears probable that the work will be begun in a few weeks.

The proposition is that the C.P.R. should build a loop line from the St. L. & O. to Rockcliffe so as to touch the navigable waters of the Ottawa.

Mr. T.C. Keefer, in conversation with the Journal, said : "It has long been felt in the city as a want, that no railway had immediate connection with the navigable Ottawa below the Chaudiere. Some years ago it was proposed to make this very spur but the St. L. & O. was too poor. Then the line passed into the hands of the C.P.R. and we are still anxious to have the spur built. Any line coming in there will tap not only the shipping waters of the Ottawa but will also open up a trade for the lumber of the Gatineau Valley. The survey for the spur has been made and the right of way for the land is mostly in our own control. The line will cost from \$15,000 to \$20,000 and can easily be built. Messrs. Bronson and Weston are working hard in the matter and we hope to soon see it. It may be a year or two, or it may be at once."

Rockcliffe Water Front

The Proposed New Railway Spur to the River

The Want of New Piling Grounds to Meet the Changing Conditions of the Lumber Trade - How want can be met

The plan originally proposed by Mr. Reynolds, on behalf of the old St. Lawrence and Ottawa railway to run a spur from that old line to the navigable waters of the Ottawa appears to be more than likely to be fait accompli at an early date.

Mr. T.C. Keefer, in an interview with The Journal this morning, said: "The matter is progressing. This is the history of it. Mr. Reynolds made two surveys of the line, now we have made a third with a view to securing a track to the navigable waters. The most important view of the matter is that out of the railways running into Ottawa there is no line having connection with the great 60 mile reach between here and Grenville.

New Piling Grounds

If the track tapped this the lumber could be floated down and piled here, at very small expense. And very easily transhipped to all parts of the continent whether by water or by rail

Mr. Reynolds, in the days when there was no railway on the North Shore, first started the scheme in order to bring down the ore from the Hull mines and float it across on scows. At that time there was also no Chaudiere bridge, I always thought that if a railway were to tap here, and get a good water front, the Chaudiere lumbermen would pile their lumber on the flats below Rockcliffe. Lately I made another survey with my son in Toronto, which we think will be cheaper than routes proposed earlier. We control almost the whole right of way, and are willing to offer it to any line or lines of railway that will come down here. Within a week the managers of the two lines, Mr. Chamberlain, of the C.A.R. and Mr. C.W. Spencer, of the C.P.R., have been over the route, and I have no doubt it will be quickly done. Of course, since the first proposition rates of freight on lumber by rail have greatly altered. In Mr. Reynold's time it was \$95 a car from here to Boston, now it is \$35. Then the advantages of having railways right into the yards amongst the lumber is constantly creeping up over water transits. Besides, though navigation is handy, it is only one for six months in the year. The change in the American system of buying lumber also necessitates larger yards. In old time they bought the lumber, shipped and piled it before it was sold, taking all the risk. Now they buy the cut of the mills, but only from here as the sales are made.

20,000,000 feet of lumber in one yard

"In Bronson's yard here are now twenty odd million feet of lumber, and soon there will be more. The whole length of the switch would be two miles. It would leave the old St. Lawrence and Ottawa at the old Yielding homestead, pass the Cemetery road, come down behind Hemlock Lake, and thence down the ravine to the shore where there is any amount of front.

"

Mr. Bronson was also seen, he said: "I am every day expecting a definite answer from Mr. Spencer, but at present, though construction is probable, it is not settled.

17/07/1890 *Ottawa Free Press*

Sussex Street

Sussex Street

The generally silent Lower Town station of the St. L. & O. R.R. has a little hum about it just now owing to the quantity of coal coming in.

11/04/1892 *Ottawa Journal*

Sussex Street

Collision between car No. 11 and a locomotive on the diamond east of the St. Patrick street bridge. See accident file.

12/07/1892 *Ottawa Free Press*

Sussex Street

Montreal road

The residents of the rapidly growing suburb of Janeville have taken it into their heads that they want a passenger depot established on the old St. Lawrence and Ottawa railway, at the crossing on the Montreal road. With a view to obtain a full expression on the point, several of them have asked Constable Moreau to call a meeting, and one will shortly be held. It is stated that if the G.T.R., on taking over the line will grant the residents this boon they will provide the site for the depot and the yard free of cost. Should the meeting adopt resolutions in favor of the station, a subscription list to pay for the site will be opened.

12/11/1892 *Ottawa Journal*

Sussex Street

Sussex Street

Men are now employed tearing down the old and dilapidated platform at the freight sheds of the St. Lawrence and Ottawa depot. A new platform is to be built and other improvements made round the depot.

06/01/1893 *Ottawa Journal*

Sussex Street

Rideau River

An old horse got into a very awkward position this morning. He escaped from his stables in New Edinburgh and strolled on to the St. L. & O. railway track and attempted to cross the bridge over the Rideau. When half way across his legs went between the stringers, all four at once, and the poor beast was powerless. The owner after a time was notified, but it took him a long time to release the animal. Fortunately no trains came along.

28/06/1893 *Ottawa Free Press*

Sussex Street

Sussex Street

Messrs. W.C. Edwards & Co. have already found the piling grounds at the mill too small and have opened yards and are laying foundations near the old St. Lawrence & Ottawa depot. Quite a number of piles already stand in the new yard and room is being made for more. The lumber is near the cars and the grounds will be found very handy for shipping by rail.

02/07/1895 *Ottawa Citizen*

Sussex Street

Sussex Street

The extension C.P.R. warehouse on Sussex Street, formerly the old St. Lawrence & Ottawa Railway station, narrowly escaped being wholly destroyed by fire early yesterday morning. As it was the east end of the building, facing Sussex street, was badly burned and the contents damaged. The contents consisted of over five thousand bags of flour, bran, etc., owned by Mr. Peter McRae, a large quantity of tar and felt paper, the property of Mr. Thomas Birkett. The average price of the flour and bran was about \$2 per bag making the total value about \$10,000. The bran was nearly all consumed by the flames and the flour damaged by water. More.

12/02/1896 *Ottawa Free Press*

Sussex Street

Sussex Street

Meeting of Standing Committee on railways.

-- entitled an act respecting the St. Lawrence and Ottawa Railway Company by which the Canadian Pacific Railway Company seeks to dispose of certain lands in this city, the proceeds of such sale to be set apart as a special fund to be paid out towards the substitution of iron bridges for wooden structures or towards any permanent improvements of the roadbed or other properties as shall be approved by the Minister of Railways and Canals.

Judge Clark explained the objective of this bill, and said that the land, amounting to about forty or fifty lots, had become surplus lands, and were no longer of any use to the company for railway purposes. The land was valued at about \$200 to \$300 a lot and what the railway asked was that they might have permission to dispose of the property, and after a short explanation the preamble and one clause was adopted, and the bill was reported to the house.

28/02/1896 *Ottawa Free Press*

Sussex Street

Sussex Street

A lot of scrap iron has been stolen from cars at the old Prescott and Ottawa depot.

04/05/1896 **Ottawa Citizen** **Sussex Street** **Sussex Street**

Account of an accident in the Lower Town Yard.

It is not often nowadays that there is much business done in the Lower Town Yard and when a train runs that way it attracts a crowd. Saturday night between eight and nine o'clock an engine was engaged in shunting cars there and a very large number of spectators were around. When the train was east of Dalhousie street --

Car ran right over a boy without hurting him--

15/10/1896 **Ottawa Citizen** **Sussex Street** **Sussex Street**

The Canadian Pacific Railway company is applying through Messrs. Scott & Scott for permission to extend their tracks from the old St. L. & O. yard along Sussex street to the lumber yard of the Edwards Company. In a letter read at a meeting of the Board of Works last evening Messrs. Scott & Scott stated that their clients had noticed that an application was at present before the Council on behalf of the Electric Railway Company for permission to extend their tracks into the Edwards Company's yards in order to allow them to carry lumber to the C.A.R. depot and the C.P.R. Co. submitted that if this application was granted and the Electric Company allowed to come into competition with them in the carrying of lumber they should be granted the facilities necessary to enable them to compete on equal terms.

The matter was left over pending the submission of plans of the crossing etc. by the company.

15/10/1896 **Ottawa Journal** **Sussex Street** **Sussex Street**

C.P.R. now wants to lay tracks to the W.C. Edwards yard from St. Lawrence and Ottawa yard, across Sussex Street.

27/10/1896 **Ottawa Journal** **Sussex Street** **Sussex Street**

The new piling grounds of the W.C. Edwards Company on Stanley Avenue, New Edinburgh, are becoming quite extensive. The lumber piles now cover several acres.

18/11/1896 **Ottawa Citizen** **Sussex Street** **Sussex Street**

The burnt C.P.R. freight sheds on Sussex street are about to be rebuilt. The damaged portion is now being cleared away.

19/11/1896 **Ottawa Journal** **Sussex Street** **Sussex Street**

The burnt portion of the C.P.R. freight sheds on Sussex street near Boteler has been torn down and is to be rebuilt.

03/12/1896 **Ottawa Free Press** **Sussex Street** **Sussex Street**

Meeting of the board of works.

The C.P.R. company submitted a profile of the tracks which they desire to run from their Lower Town yards into the Edwards company yards. The Edwards company asked that the privilege be granted. The city engineer explained that the tracks run entirely on city property.

Ald. Davis said he was tired of locomotives running on city streets.

Mr. C.W. Spencer arrived at this point and explained that the tracks would not be carried across Sussex street at present: it would be subject to a future arrangement with the city.

There appeared to be some likelihood of trouble arising as to the right of way and Ald. Hastey and Dalglish moved that the petition be granted subject to provisions being mad by the mayor, city manager and city solicitor.

Ald. Davis could not see the advisability of such a decision - he had had so much trouble with steam railways running on city streets that he would oppose the proposal. He claimed that the tracks would run diagonally across the street.

Mayor Borthwick thought that the concession would save the streets from heavy traffic.

On division Ald. Davis and Hewlett voted nay with Ald. Champagne, Hastey, Dalglish and Wallace in favor thereof.

03/12/1896 **Ottawa Journal** **Sussex Street** **Sussex Street**

The Board of Works met last evening and recommended that the city council grant the C.P.R. permission to build their tracks into Edwards and Co.'s yards, New Edinburgh.

21/03/1898 **Ottawa Citizen** **Sussex Street** **Rideau River bridge**

Workmen are employed clearing away the material in a break water at the St. Lawrence and Ottawa bridge which was loosened in the recent ice push and today was carried away and sunk off the small island opposite Ald. Roger's residence.

07/05/1898 **Ottawa Free Press** **Sussex Street**

William Smith has entered an action against the C.P.R. for damages for wrongfully discharging water on the plaintiff's land on the junction gore in Gloucester. He also wants an injunction to restrain the company further offending in this respect.

13/03/1899 **Ottawa Free Press** **Sussex Street** **Rideau River**

The New York and Ottawa Railway company have completed the building of four new piers for the protection of their bridge across the Rideau at New Edinburgh.

21/06/1899 **Ottawa Journal** **Sussex Street** **Rideau River**

The old St. Lawrence and Ottawa Railway bridge now owned by the CPR across the Rideau River near New Edinburgh will be replaced shortly by a new steel truss bridge. The contract for the steel structure has been let, and the work will be begun in a short time.

The new bridge will be an ordinary four steel truss structure - each truss one hundred feet long. The Hamilton Bridge Works Company, of which Messrs. Berbridge and Dingman, are local agents, will supply the steel. The estimated cost is \$10,000. The stone piers which support the present structure will be used for the new structure.

31/01/1900 **Ottawa Citizen** **Sussex Street** **Rideau River bridge**

Work on the new C.P.R. bridge over the Rideau River below St. Patrick street was commenced on Monday. A large gang of men is engaged at work.

20/03/1900 **Ottawa Free Press** **Sussex Street** **Rideau River**

The new C.P.R. bridge to replace the old St. Lawrence and Ottawa structure across the Rideau river is nearly completed. The last span is being placed and the whole iron structure will be finished in a few days. There has been no interference with regular traffic. The bridge is known as a pin and link one and consists of four sections.

04/04/1900 **Ottawa Citizen** **Sussex Street** **Rideau River bridge**

In blasting for the channel one of the piers under the C.P.R. bridge was moved several inches, although it was heavily constructed of stone. Traffic has been suspended until the bridge inspector reports on the matter. City Engineer Galt examined the structure this morning and states the pier has been moved but the bridge itself has not been damaged. The C.P.R. has notified the city engineer that the corporation will be held responsible for any damage that may have been caused.

Also reported in the Ottawa Free Press, same date. - structure moved two inches.

03/05/1900 *Ottawa Free Press* *Sussex Street* *Rideau River*

The new four hundred foot bridge of the C.P.R. across the Rideau river near Sussex street is now completed. The finishing touches were put on the structure yesterday. The pin is known as pin and link one, is built of iron and consists of four spans. It rests upon three piers and two abutments. The work of placing it in position has given employment to a large number of men. The Hamilton Bridge Works company had the contract, which was looked after by Messrs. James Hill and Jas. A. McGill. --

09/02/1905 *Ottawa Journal* *Sussex Street* *Dalhousie Street*

Smashed by freight train.
House on Dalhousie Street wrecked.
\$500 damage done to frame house by open door of refrigerator car.
Many strange railway accidents are reported from time to time but one of the most novel occurred yesterday morning in the old St. Lawrence and Ottawa railway when a freight train almost wrecked a frame house on Dalhousie Street.
Yesterday morning a freight train having a refrigerator car attached was shunting in the yards of the St. Lawrence and Ottawa. The train was crossing Dalhousie Street when the door of the refrigerator car which had swung open came in contact with the house of Mrs. Ryan, 79 Dalhousie Street.
The windows and almost the entire front were smashed in. The walls inside were broken and the pictures knocked down. The whole interior of the house was upset and furniture broken.
The house is owned and occupied by Mrs. Ryan, who was at home when the accident occurred but was uninjured.
Mr. W.J. Code, barrister, Sparks Street, investigated the accident and the damage done. The damage will amount to between \$300 and \$500.
The houses all along the railway are very close to the track but an accident of this kind could only happen by a car whose door swung out instead of sliding back. Mrs. Ryan will send her claim to the C.P.R.

08/12/1905 *Ottawa Citizen* *Sussex Street* *Janeville*

New depot and stock yards.
CPR will shortly erect at Janeville
New buildings will be entirely for freight.
A freight depot and stock yards will shortly be erected by the C.P.R. at Janeville.
A track of land has been purchased from Mr. Robt. Cummings and work on laying out necessary grounds and on the erection of buildings will commence as soon as the snow leaves in the spring.
The C.P.R. owns the old St. Lawrence and Ottawa line and a freight shed will be erected on a convenient site to the Montreal Road.
There are a number of large shippers with places of business near Janeville and it is for the accommodation of these the station will be built. Gleeson and Terrance, Ed. Devlin, H. Crouch, drovers are in the vicinity and Ladouceur's planing mills are nearby.

08/05/1906 *Ottawa Journal* *Sussex Street* *McTaggart Street*

McTaggart Street Yard. Residents wish City to prohibit the CPR from further using it.
A petition has been forwarded to the city council asking that the C.P.R. be prohibited from using McTaggart Street near its Sussex Street terminus as a shipping yard any longer. The petitioners claim that there is only twenty feet of street between railway track and the sidewalk and that there have been several narrow escapades of children from being trampled by horses; that in case of fire the brigade could not get near houses or hydrants; that bakers and milkmen refuse to deliver on said street; that waggons are left on the street all night and that much freight is being shipped there to the annoyance of the residents. There are eight signatories to the petition which will be presented to council to-night.

08/12/1906 *Ottawa Journal* *Sussex Street* *McTaggart street*

Ald. Gauthier has met with Mr. H.B. Spencer and with him looked over the yards off McTaggart street and examined residents' complaints.
Since that time there has been no work done by the C.P.R. on this street at all. and Mr. Spencer informed Mr. Gauthier that this state of affairs would continue. In the spring it was intended by the company to put in more tracks in the yards and use McTaggart street simply for entry and exit to their yard.
There is however a bigger scheme on the table. The C.P.R. now owns considerable property on both sides of McTaggart street and the company intends to acquire if possible all this property and close up the street completely. This would give the company a large yard and do away with any complaints such as have been made over the use of this street.

01/08/1907 *Ottawa Journal* *Sussex Street*

Article "The Evolution of Transportation". Includes a picture of the Sussex Street station.

03/01/1908 *Ottawa Journal* *Sussex Street* *St. Patrick street*

August Waunk was killed this afternoon.
Car No. 58 was travelling towards the city when the St.L. & O. train hit it. More.

09/07/1908 *Chesterville Record* *Sussex Street* *Hurdman*

John B. Leary, a young Irishman, with no relatives in this country and employed as a telegraph operator on the CPR was drowned this morning. He was employed at the junction of the CPR and NY&O at the east end of the city, and this morning went to bathe in the Rideau River, nearby. He swam out into deep water and was seen to sink suddenly, having probably been seized with cramps. The body was recovered by CPR Engineer Wm. Dudley, but life was extinct.

19/07/1910 *Ottawa Journal* *Sussex Street*

C.P.R. buys land to extend freight yards. Sussex Dalhousie area - article.

First View is unfavorable

Connaught household where landed at Old station

"Can this possibly be Ottawa, the capital city of Canada?" gasped the advanced guard of H.R.H the Duke of Connaught's household as their special train of three Pullman sleepers, erdina, day coach, three baggage cars and express car was shunted into the yards at the old St. Lawrence and Ottawa railway station on Saturday night at seven o'clock. The outlook from their train to the rows of shacks and dilapidated buildings in the vicinity of the yards was evidently not their expectation of what their home for the next few years should be, and they did not hesitate to express their views on the matter.

While the railway officials shunted the train into the old yards they did so with the idea of making the haul for the baggage a short one to Rideau Hall, and did not consider the surroundings. The old station, which is nothing more than a disused shed, looked anything but reassuring in the dim light of the evening to the newcomers, and the train was pulled into the yards and shunted about for a time, finally coming to a standstill on a siding.

There were twenty-eight servants and three aised-de-camp in the party, which arrived at Montreal on Saturday morning by the SS Victorian.

There was one baggage car of personal baggage, two cars of household baggage and an express car containing two high power automobiles. There were 221 pieces of baggage in all, and about 450 additional pieces are expected with the Royal party when it arrives on Saturday.

The party remained on board the cars Saturday night and on Sunday removed the effects to Rideau Hall. There a new residence for the Duke's household has just been completed and the newcomers were installed.

The old St. Lawrence and Ottawa station has not been used for passenger trains for years, but as it is the closest siding accommodation to Rideau Hall, the railway officials decided to run the special there for convenience sake. Doubtless the first impressions of those of the household who arrive Saturday were anything but brilliant, but they will soon be dispelled when they have a chance to see the beauties of the city from a better viewpoint.

02/05/1914 *Ottawa Journal**Sussex Street**Sussex Street*

The application of the St. Lawrence and Ottawa Railway Co. for authority to expropriate land on the north side of McTaggart Street, Ottawa, for the enlargement of its Sussex Street Terminals will be considered by the Board of the Railway Commissioners on Tuesday morning at 10 o'clock. The question of requiring further and additional smoke consuming devices and the amplification of the existing orders with a view of abating the smoke nuisance at the terminals will also be considered.

05/05/1914 *Ottawa Journal**Sussex Street**Sussex Street*

The Board of Railway Commissioners this morning granted the application of the St. Lawrence and Ottawa Railway (Company (C.P.R.) for authority to expropriate a piece of land on the north side of McTaggart Street, Ottawa for the enlargement of its Sussex Street terminal.

20/07/1928 *Ottawa Citizen**Sussex Street**Sussex Street*

Ottawa's first railway station will soon be gone. Situated on McTaggart street between Sussex and Dalhousie, the old structure built many years ago is now being demolished by the Canadian Pacific Railway which used the building as a freight office up to last year when a new office was erected in the Sussex Street yards.

The one-time station, ne of the city's oldest landmarks, was built by the old Ottawa and Prescott Railway and was known as the St. Lawrence and Ottawa station.

21/09/1932 *Ottawa Citizen**Sussex Street**Hurdman*

Man sleeps on railway tracks as train comes.

CPR locomotive in Ottawa suburban area is stopped just in time to save his life.

George Joseph Ward, who gave his address as the Union Mission, will probably greatly appreciate the fact that he was arrested early this morning before the magistrate. ward was found lying asleep across the rails of the C.P.R. line between Hurdman station and Ellwood. Engineer Ernest Ingram, 141 Spadina avenue brought his locomotive to a stop barely in time to avoid running over the man.

Ward was picked up by the train crew, placed in the caboose and brought to the Ottawa station, where he was handed over to Investigator McCoy, who placed him under arrest on a charge of trespassing on railway property. The engine ws hauling a carload of hogs from the Broad street yards to Hurdman's when the man was noticed lying on the track about half a mile from Hurdman's Bridge.

Ward pleaded guilty of trespassing on railroad property when he appeared in police court this morning. he was remanded one week for sentence.

<http://news.google.ca/newspapers?id=mOguAAAIBAJ&sjid=tdsFAAAAIBAJ&pg=6746,1976218&dq=train++railway++railroad&hl=en>

30/09/1933 *Ottawa Citizen**Sussex Street*

death of little boy is declared accidental

The death of Omer Clement eight years of age, of 6 1/2 Beechwood avenue, was accidental a coroner's jury declared at an iquest in th epolice station last night.

The young boy was fatally injured when he tried to get a ride on a slowly moving train near beechwood avenue on Saturday, September 23. When he tried to board a C.P.R. freight train, he missed the step of one of the cars and fell under the wheels of the train.

The following witnesses gave evidence:

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<http://news.google.ca/newspapers?id=bHcvAAAIBAJ&sjid=ydsFAAAAIBAJ&pg=6422,6261388&dq=train++railway++railroad&hl=en>

19/08/1937 *Ottawa Citizen**Sussex Street**Sussex Street*

Youth injured in diving off bridge.

Losing his balance while attempting to dive off the C.P.R. bridge over the Rideau river near the Minto bridges, Lucien Latulippe, 17, of 200 Water street, was injured yesterday afternoon when he crashed into iron girders. He was rushed to th eOttawa General Hospital in Gauthoer's ambulance.

His injuries consist of numerous cuts and abrasions to the head, chest, arms and legs. Several stitches were required to close some of the wounds. Dr.

McCullough attended th einjured youth. Following treatment he was allowed to go home.

Along with a group of friends, Latulippe was diving off the bridge floorm about 15 feet above the water. He climbed up a girder to a height of about eight feel above the floor of the bridge and was preparing to dive when he lost his balance. In his fall he managed to grip a girder but could not retain his hold. His body struck the railway ties and then rolled into the river after striking other girders.

Despite his injuries he was able to swim for a while and was assisted to shore by other swimmers.

Constable Roderick Grant investigated the accident.

Return verdict of accidental death.

A verdict of accidental death with no blame attached to the train crew was rendered last night at the courthouse by a jury inquiring into the death of Wilfred Laliberte, 33, of Creighton street, Canadian Pacific Railway section hand. Mr. Laliberte was killed instantly on Monday morning when he tripped and fell directly into the path of a C.P.R. freight train at Cyr's crossing, one and a half miles east of Hurdman's Bridge.

Dr. W.T. Shirriff, chief coroner, presided and Crown Attorney Raoul Mercier, K.C., conducted the questioning of the witnesses, who numbered eleven, including Provincial Constable W.H. Kennedy and Special Constable John Brown, who investigated the accident.

Edgar Lavallee, Hurdman's Bridge, who was in charge of the section workmen including Laliberte, testified that he was standing on the north side of the track while the other men were on the south side. He said he saw Laliberte make a step toward the track as the train was but a short distance away. He yelled to the man to step back but Laliberte either tripped or jumped in an effort to cross and clear the tracks. The unfortunate man fell flat in the northerly track and his body was severed at the waist by the engine wheels.

Cuthbert Scott and Samuel Berger held watching briefs for the C.P.R. and the victim's family respectively.

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the funeral was held yesterday morning of the late Wilfred Laliberte who was killed Monday morning when run over by a freight train near Hurdman's Bridge.

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The C.P.R. maintenance staff was largely represented among the mourners and offerings included a beautiful floral piece from the employes of this department.

02/12/1941 *Ottawa Journal**Sussex Street*

Locomotive jumps track on curve

Engineer F. L. Burroughs instantly killed; fireman scalded

One man was killed, 14 were admitted to hospitals, and 15 other persons suffered minor injuries in a train wreck at Hurdman's bridge at 7. 10 a.m. daylight saving time today.

The wrecked train was one of the overnight pool trains from Toronto. The engineer F. L. Burrows, of Smiths Falls, was killed instantly when the locomotive jumped the tracks on a sharp curve, leaped a 10-foot deep ditch and came to rest on its side on a crossing set of rails.

The sealed express car, immediately behind the tender, was sheared through the center as it ripped itself through the engine. A day-coach, in which 40 persons were riding, followed the express car from the rails and dropped on its side.

Two sleeping cars, to the rear of the day coach, were derailed, but not overturned. Majority of the Pullman passengers were asleep at the time and were jolted from their beds.

The engineer was pinned beneath the wreckage of the locomotive and it was not until early afternoon that his body could be extricated by crews of wrecking trains, which hurried to the scene. Steam which escaped from the wisted wreckage of the boilers resulted in the fireman, C. J. Leclair, of Smiths Falls, receiving serious scalds.

Practically all the other injured were occupants of the day coach, although a few were in the first two sleeping cars which left the rails.

Cab catches on fire.

The crash was followed by fire in the locomotive cab and the wreckage of the express car. The blaze was extinguished in quick order.

The scene of the crash was 100 yards north of the CPR Hurdman's Bridge switch tower. The train had just passed the tower and the locomotive left the rails just before it was to cross another set of tracks on a curve sweeping to the west and leading to a railway bridge across the Rideau river.

The engine, leaping 40 feet across the ditch, piled upon another C.P.R. line, which runs east and west. The other set of north-south tracks on the siding line were ripped up by the careening express and Pullman cars. Some sections of track were hurled 50 feet.

The shattered express car rode up over the locomotive and a section of it hung suspended in the air after the crash. Since it was a "sealed" express car, no one was riding in it.

The sole day coach turned over on its side as it followed the express car and all occupants were tossed from their seats. There was much confusion for a few minutes as they struggled to escape from the wreckage through the shattered windows.

Narrow Escape.

Practically all the occupants of the day coach, including a number of soldiers and sailors on furlough, were awake at the time, but a few were asleep in their seats. All were thrown to the aisles and up against other passengers.

Four soldiers sleeping on the seats in the smoking compartment of the coach, said they owe their lives to the fact that mud and water from the ditch was forced in the windows when their part of the car sank into the ditch. They had been thrown against the windows and would have been gashed by the glass had it not been for the blanket of mud.

Porter's in the sleeping cars said some of their passengers complained bitterly about the "rough shunting" after being shaken from their beds. George Pryor, one of the porters, said he was sitting at the front of the car, preparatory to awakening his passengers, when the crash occurred. When he felt the jolt he tried to get up, but the front end of the car nosed down into the ditch and he was unable to move for a few moments.

Railway statement.

The following statement was issued by W. C. Beck, C.P.R.. Superintendent at Smiths Falls,

At approximately 6:22 a.m. today passenger train on route from Toronto to Ottawa had the engine, express car and three cars containing coach and sleeping car passengers derailed at Hurdman, 1.3 miles from Ottawa Union Station. This was the first section of the pool train running between Toronto and Ottawa. It consisted of C.P. engine 2623, express car, coach and seven sleeping cars, and was in charge of conductor H. French and engineer F. Burroughs, of Smiths Falls. The accident resulted in fatal injuries to engineer Burroughs.

Passengers were conveyed from the scene of the accident to their destinations by automobiles.

Medical assistance was immediately dispatched to Hurdman, where those requiring it received attention.

Emergency equipment was sent to the scene from Ottawa and Smiths Falls, and it is expected that the line will be cleared for movement of trains late this afternoon.

The cause of the derailment has not yet been ascertained. Investigation into the cause is being conducted.

02/12/1941 *Ottawa Journal**Sussex Street**Hurdman*

Slept through Trainwreck

One of the passengers on the wrecked train is apparently a very sound sleeper. When the crash came he slumbered on. Waking up he saw that his compartment was canted. Going into the washroom he noticed that a glass was broken. It was also very cold.

Hurdman Train Wreck Cause Not Determined

Railway crewman toil through foggy night to clear debris from Main lines. Engineer Frank Burrows Met death on first run over new pool route.

Searchlights on the operators cabin of a traveling crane and headlamps from several yard engines beat against the grey walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman station at 7:30 yesterday morning. The accident took the life of engineer Frank Burrows of Smith Falls and injured 30 others, including fireman C.J. Leclair. It was engineer Burroughs' first run on this stretch of line from Smith Falls to Ottawa.

Inquiry not completed.

Although the theory had been unofficially advanced that the icy condition of the rails, the speed of the train and the position at which the front trucks hit the sharp curve combined to cause the wreck, W C. Beck of Smiths Falls, general superintendent, said no official reason could be given until railway investigations are complete.

At the scene of the wreck last night, Mr. Beck who with other company officials had been on the job all day, said, "There is nothing to be said until we complete our investigation." Mr. Beck said the main line was cleared of wreckage and in use by 4:30 yesterday afternoon and the other line, Toronto to Montreal, was ready for trains from Toronto at an early hour this morning. Crewmen were brought from Smiths Falls to help clear the lines.

Motorists on scene.

When they heaved and lifted on rail sections, to repair the torn roadbed, dozens of motorists, risking a dangerous drive on slippery roads through the fog, visited the scene. The big crane struggled at the task of lifting the battered remains of the heavy locomotive and heaving its damaged string of coaches back off the tracks out of the way. Spectators were kept well back from the scene of the accident by RCMP officers and railroad police. RCMP constables, usually engaged in patrolling the Driveway, will utilized for guard duty during the night.

Inquest opened.

At 5 p.m., approximately 4 hours after his crushed body had been removed from under the overturned locomotive, an inquest was opened at the George H. Rogers funeral establishment into the death of engineer Burrows. Dr. W.T. Shirreff, chief coroner, ordered an adjournment until Tuesday, December 9th, at 8 o'clock in the county courthouse here.

The body was taken to Smiths Falls in the motor hearse of J.J. Marsh, Smith Falls funeral director. Burial will be at Smiths Falls.

Some minor delay was caused in freight and passenger service on CN and CP lines during the day, officials said. Rail traffic was diverted to optional lines, close to the scene of the wreck where there is double track and through Ottawa West. Numbers of passenger trains reached and left Ottawa on tracks adjoining those on which the wreckage lay and passengers could see the giant locomotive lying on its side, the damaged coaches piled behind and above it in a shapeless mass.

Searchlights on the operator's cabin of a travelling crane and headlamps from several yard engines beat against gray walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman's Station at 7.30 yesterday morning.

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<http://news.google.ca/newspapers?id=QfcuAAAIBAJ&sjid=s9sFAAAIBAJ&pg=2040,623392&dq=hurdman+railway+accident&hl=en>

An Eastview man, Sydney H. Webb, 78 St. Amboise streey, escaped unhurt when his car skidded into the side of a slow moving freight locomotive shortly before 7.30 p.m. yesterday.

The CPR crossing at Charlevoix Street in Eastview was the scene of the accident, which involved CPR locomotive No. 3410 operated by Engineer Hubert Bough, 231 Primrose Avenue.

Webb told police that the train pulled out of the yards of Betcherman Iron and Metal Company as he approached the crossing. He stated that he noticed the engine and though he applied the brakes the automobile slid on the glare ice into the side of it. The train was travelling at the rate of 4 miles an hour at the time. Damage to the automobile was estimated at \$400.

The accident was investigated by Constable Claude Dwyer of the Eastview police, who was assisted by Constables Gordon Hicks and William Haley of the Ottawa City Police.

Boy, 11, dragged by train, loses leg under wheel.

An Eastview boy was dragged 150 yards by a CPR train before his leg was severed yesterday afternoon on a railway bridge south of city hall.

Michael Verdon, 11-year-old son of Mr. and mMrs. Roger Verdon of 33 John Street, Eastview, is in "critical" condition in General Hospital.

Hospital authorities said the boy's right eg was severed "as high up as it could be."

Michael, accompanied by his brother Gilles, 12, and Denis Vezina of 18 Ethel Street, Eastview, had been crossing the larger of two railway bridges located just south of the Minto Bridge over the Rideau River.

As the slow freight passed them, Denis said Michael grabbed hold of a boxcar ladder near the rear of the train. Afraid to let go, he was pulled along behind the train with his feet dragging the ground.

Michael apparently failed to see the second smaller bridge, about 150 yards down the track. He was either knocked off the train by the steel parapet of the smaller bridge or fell about three-quarters of the way across.

Gilles said his brother tried to scramble between the rails and lie flat on the tracks, and let the remainder of the train roll over him, but was unable to get his right leg in before it was run over.

The boys had been fishing earlier in the afternoon and had just started home when the eastbound freight came rumbling across the larger Black Bridge. The accident occurred about 5.30 p.m.

The elevated track that joins the two bridges is bordered on each side by marsh and water.

A passerby had shouted a warning to the boys that the train was coming. Gilles said he did not see all of the accident because he was distracted by the person shouting the warning.

The track is part of a spur line that comes from Hurdman's Bridge through Overbrook, Eastview and New Edinburgh, crossing the Rideau south of the Minto Bridges and running west to Sussex Drive.

It is slated for removal within the next four years under the railway relocation plan.

Engineer Clifford Robertson, staying at the Elmdale Hotel, estimated the train's speed at 10 miles an hour. He said he noticed the three boys as the train crossed the larger bridge but no member of the crew saw the accident.

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Railways take a second look at relocation.

The railways are taking a second look at their relocation program because it may deprive Eastview industries of spur line service. Mayor Whitton said Thursday. She made her comment in a discussion of the use of the McTaggart Street railway bridge as an ultimate road connection to the Macdonald Cartier Bridge.

"This is not something we are pressing for," she said. "We would not want to deprive Eastview."

The old train bridge at the end of King Edward Avenue is all but demolished. Another historic landmark - with sinister overtones - being removed from the path of progress. Despite efforts of locomotive engineers who shot hissing steam at kids bathing on the bridge to chase them off, many drownings occurred on the ancient span.