

Local Railway Items from Area Papers - 1861

10/01/1861 Brockville Recorder Brockville and Ottawa Brockville

The Terminus

At last we have the passenger cars arriving at and taking their departure from the river terminus. Brown, Row & Co., have completed their contract on the tunnel section, and only wait the payment of the percentage retained while the work was progressing. A very neat comfortable, and at the same time commodious station house and freight house has been erected at the wharf, as well as a good platform. All these indicate that steady progress has been made, and now the town possesses a railroad terminus in full working order both in front and rear.

Walk on a little way down the wharf. Here upon what used to be the "Block House Island stands the best engine house in Canada. We believe no one will dispute that assertion. It was built by Mr J. C. Foster, well known as a talented contractor. The engine house is circular in form with substantial walls, and a roof as beautiful as it is light and durable.

The building is 156 feet in circumference, and contains a turntable and ten pits for engines. From the bottom of the turntable to the top of the dome the distance is one hundred feet. The roof is supported by twenty trusses abutting into a circle in the centre of the roof, from whence also a flood of light enters to light the building, in addition to numerous windows to the walls. The dome is very ornamental, and is surmounted by a small locomotive. The roof is covered with tin protected by fire-proof paint. In preparing for the turntable and pits, about 600 yards of rock were excavated, and the whole cost is something less than \$20,000, including turntable and other fixings, about \$8,000 less than the Grand Trunk engine house, we believe. Mr Foster's foreman, Mr John Cameron, superintended the work. All in all, the company have a first rate building, and the town a most imposing ornament, for which the contractors are deserving of public thanks.

Now that matters have progressed so well here, we think some little attention should be paid to the extension of the Brockville and Ottawa railroad to the rear. No doubt the position of the Grand Trunk railroad has done much to retard the sale of bonds by Mr. Watson, who has been for some time in England, but it is a pity that a good paying road such as ours is and must continue to be, should suffer in consequence of the corruptions and extravagance of the Grand Trunk. The traffic would be enormously increased if the road could only be carried to Roddy's Bay.

This is reprinted in the the January 18, 1861, Perth Courier.

14/02/1861 Brockville Recorder Brockville and Ottawa

Account of annual meeting of Brockville and Ottawa Railway.

15/02/1861 Perth Courier Brockville and Ottawa Smiths Falls

(excerpt from B&O superintendent's report) The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

A statement of the various works necessary to be done during the present year, with the estimated cost of the same is hereby appended.

1861 Estimated Expenditures

Tank Houses and fixtures at Smiths Falls and Franktown --\$1000

28/02/1861 Brockville Recorder Brockville and Ottawa

Report submitted to County Council of Lanark.

During the year the Tunnel and Wharfage at Brockville has been completed, and permanent track and sidings put down but not fully ballasted.

The widening of the embankment at Mud creek and back Pond has been partially done, and that at Rideau River nearly completed.

The ballasting of the track has also been proceeded with, and with the exception of a few miles near Brockville and Almonte it is sufficiently ballasted for the present.

The side track leading to the Rideau Canal at Smiths Falls has been taken up and removed from the premises of the parties across whose land it passed.

One and one half acres additional ground room has been provided at Perth for alumber yard; the former one not having afforded sufficient accommodation.

About 475 tons of Railway Iron have been delivered on the Company's wharf at Brockville.

The masonry for the Almonte bridge has been built up to a height considerably above high water mark and in such a position that the work can be proceeded with at any stage of the water.

The terminal buildings at Brockville comprising one Station House, one Engine House one freight House and two Work Sheds have been erected and completed with the exception of the Engine House which requires (illegible) painting.

The Engine House is provided with pits for the accommodation of the engines and sufficient room for (illegible). There is (illegible) water tank.

(Illegible)

I would beg leave to state that from the want of a sufficient number of engines, our repairs of Rolling Stock costs more thanit otherwise would, from the fact that we are unable to give the Engines a thorough overhauling when required.

I consider it totally necessary that at least one should be put upon the Road the present year in order to enable us to do the business that offers.

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Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

01/03/1861 Ottawa Citizen Canada Central

Canada Central Railway bill - much discussion.

02/03/1861 The Tribune, Ottawa Canada Central

Account of meeting in Ottawa concerning the Central Canada Railway.

25/05/1861 The Tribune, Ottawa Canada Central

The act to incorporate the Canada Central Railway has passed both houses and as far as Parliament can do it 4,000,000 acres are set apart to help build it. More.

11/06/1861 Ottawa Citizen Ottawa and Prescott

The new arrangement which started yesterday affords speedy traveling between this city and Montreal. Passengers leave Ottawa at 7 a.m. and arrive in Montreal at 2 p.m. thus making the run through in seven hours, and affording the Quebec passengers the opportunity to transact business in Montreal. From Montreal to Ottawa the run is made in eight hours - leaving Montreal at 8.30 a.m. and arriving in Ottawa at 4.30 p.m.

30/08/1861 Almonte Express

Brockville and Ottawa

BROCKVILLE & OTTAWA RAILWAY.

Resolved - that the Superintendent be, and he is hereby requested to report in writing at the next meeting of this Board, if any and what reductions can be made in the working expenses of the Road, having due regard to its safety and efficiency.

To the President and Directors of the Brockville & Ottawa Railway Company:

GENTLEMEN - In compliance with a resolution passed at the Meeting of your Board on the 3rd of July last. I beg to report that I do not know how any saving can be made in the working expenses of the Road at present.

The men employed on the Track Repairs are partially employed at Ballasting, Ditching, and completing the construction of the Permanent Way, necessary for the maintenance of the Rails, Rolling Stock, &c.

Repairs of Rolling Stock: this department under the immediate direction of Mr. Cockfield is, I believe, conducted with a strict regard to economy, but from its want of sufficient machinery, the cost of repairs is necessarily greater in proportion to the work done than in shops where the amount of work and the facilities for doing it are more extensive.

I remain Gentleman

Your ob't serv't

(Signed) A. BROOKS,

Superintendent.

Superintendent's Office, Aug. 22nd.

04/10/1861 Alomote Express

Brockville and Ottawa

BROCKVILLE & OTTAWA RAILWAY

TO CONTRACTORS

TENDERS will be received, addressed to the Subscriber, to the 8th of October next, at noon, for the putting up a FREIGHT HOUSE at Irish Creek, and a WOOD SHED at Carleton Place and Franktown.

Plans and specifications may be seen at the Railway Office.

ROBT. HERVEY

Secretary

Brockville, 30th Sept. 1861.

10/10/1861 The Union, Ottawa

Tramway

Currier & Co. saw mill

At the Rideau Falls--

A railway along the river front for two thousand feet, carries the lumber after it is sawn, and there are half a dozen railways branching towards the river, where slides carry it to the vessels at the wharves--