

# Local Railway Items from Ottawa Papers - 1920

**Monday 05/01/1920 Ottawa Journal Carleton Place Ottawa, Broad Street**

Broad Street Station, an eye-sore to citizens and travellers arriving in the city by CPR, was officially closed to all passenger trains at 1201 o'clock Sunday morning.

CPR trains, both incoming and outgoing, used the Central Station on Sunday. The change is greatly welcomed by the public. Among the principal trains affected are the Brockville and Pembroke locals, the Imperial Limited and the "SOO" trains.

**Thursday 08/01/1920 Ottawa Journal Waltham Aylmer**

As the result of a recent conference which Mayor Therrien of Aylmer had with the officials of the CPR, a new railway station will be built in Aylmer next spring. Already, the new site has been surveyed and other preliminaries attended to. The old station, which has done service for a great number of years, is not (sic) considered obsolete, and all the residents will greatly welcome the creation of a modern building.

**Monday 12/01/1920 Ottawa Journal Carleton Place Beach Foundry**

The application of B. C. Beach to close part of Hinton Avenue was heard by judge Gunn this morning, and adjourned to January 20. Mr. J. P. Elihes, acting for Mr. Beach, said that the property of Mr. Beach, owned on Hinton Avenue, was not registered in his name, but was held under an agreement of sale with the Ottawa Land Association.

Mr. Beach admitted that he wanted to build a railway siding into his own property where he intended to build a foundry.

**Wednesday 21/01/1920 Ottawa Journal Carleton Place Westboro (Parkdale)**

Alderman Forward has filed a motion for the City Council which, if passed, will authorize negotiations with the C.P.R. for a branch passenger station at the Parkdale Avenue crossing in the western part of the city. At present, residents of Hintonburg and vicinity have to travel at least 3 miles to the Central Depot if they wish to catch a train, or to meet their friends.

Mr. H. E. Spencer, C.P.R. Superintendent, is not in Ottawa today, but will probably state the company's position on his return.

**Thursday 22/01/1920 Ottawa Journal Carleton Place Ottawa, Broad Street**

The Armor Packing Company of Chicago are engaged with the C.P.R. in negotiations to lease the block of buildings fronting the railway tracks at the Broad Street station. This particular part of the station was formerly used by the railway as baggage and parcel rooms, and is not really part of the station proper. The Harris Abbatoir Company has found it necessary to extend their present property to cope with ever-increasing volume of their business, and they, too, have approached the C.P.R. with a view of securing the Broad Street station as new quarters.

**Thursday 22/01/1920 Chesterville Record New York Central Berwick**

The trains on the O&NY have been five hours late this week, some days getting in at 4 o'clock in the afternoon instead of 10 o'clock in the morning. It reminds us of winter.

**Friday 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.

**Wednesday 20/04/1920 Ottawa Journal Carleton Place Independent Coal and Lumb**

Independent Coal Company has bought land at a cost of \$40,000 for a planing mill and coal chute between the CPR line and the Ottawa River in Ottawa West from Mr. F. A. Heney. CPR will construct a siding for the new outfit. Up to 150,000 tons of coal will be handled.

**Wednesday 21/04/1920 Ottawa Journal Carleton Place Parkdale avenue**

The proposed new C.P.R. station in the west end of the city will likely be located at Parkdale avenue, as a result of a meeting between the engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines and deputations from the City Council and Nepean Township residents at the city hall yesterday afternoon. The Ottawa delegation which was headed by Controller Joseph Kent presented a resolution of the ratepayers of Ottawa West in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township headed by Reeve William Joynt, asked to have the station further west on Victoria avenue, Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officials of the railway have for some time considered the point where their line crosses Parkdale avenue as the logical location for the station.

**Thursday 29/04/1920 Ottawa Journal Carleton Place Parkdale avenue**

Another important matter now before the council is the question of the location of the new CPR station to serve Ottawa West and the suburban area to the west of the city.

At a recent meeting between the engineers of the CPR and a delegation from the area affected, through an error, the Westboro and Nepean delegations withdrew their petition to have the station located in Westboro, the CPR officers intimated that they favored Parkdale Avenue as the site for the station, which would be too far in to serve the suburban area.

Reeve Joynt stated this morning that it was almost certain that the council will take the matter to the Board of Railway Commissioners.

**Tuesday 25/05/1920 Ottawa Journal Carleton Place Westboro**

**TRAIN STOP NEAR PARKDALE AVENUE**

New Station will be erected there shortly

Following the petition of the city and Ottawa West residents made last April, the CPR yesterday began stopping local trains for the convenience of people living in the western part of the city at a point 600 feet west of Parkdale Avenue.

City councillor Norman H. Lett has received official notification from Mr. E. J. Flintoff, solicitor general of the CPR.

A permanent station and platform will be erected as soon as possible, but in the meantime, a cinder platform has been installed. A temporary station will be built immediately, and a station agent will be appointed shortly.

The need of this station to the western part of Ottawa has long been felt, and will enable people to catch trains without coming into Central Station.

Situated near Parkdale Avenue, the station also serves Westboro. At present, only local trains are stopping at the station.

**20/06/1920 Eganville Leader Whitney and Opeongo**

The Ottawa car shops of the Canada Atlantic are building twenty-five platform cars for St. Anthony Lumber Co., of Whitney. A fifteen mile branch line is also being constructed from Whitney to the Opeongo lakes for the purpose of bringing out logs for the lumber company.

**Monday 28/06/1920 Ottawa Journal Ottawa Terminal**

**UNIFICATION OF GTR and CNR**

Inaugurated with operation of new train out of capital

Amalgamation of roads gives the state the largest system in the world; better service to areas from Ottawa to Montreal, and the west. First train was Sunday June 27th, 1920 to Montreal; next was a train from Ottawa to Winnipeg to connect with the GTP.

It was a long story.

**06/07/1920 Ottawa Journal Smiths Falls Rideau Junction**

Abandon Rideau Junction as a switching point and likely as a divisional point.

Another result of the amalgamation of C.N.R and Grand Trunk.

Too far from Ottawa - Men Released to be rehired.

As a result of the amalgamation of the Canadian National and Grand Trunk Railway lines, Rideau Junction will be abandoned as a switching terminal and will probably be abandoned as a divisional centre. Definite announcement that the switching of the Canadian National trains would in future be transferred to the yards at Hurdman's Bridge was made to the Journal this morning by Chief Clerk, J.D. Rowe, of the C.N.R. While no announcement has been made as to the abandonment of the junction as a divisional centre of C.N.R. but on Saturday about 150 trackmen and foremen who had been engaged in repairing the line there, were paid off and informed that their services would probably be required in the near future to remove some of the tracking in the extensive yards at that point. Established six years ago.

Rideau Junction was established as a divisional centre by the Canadian Northern Ontario Railway about six years ago upon the completion of the Toronto-Ottawa line. At this point the main line of the Montreal-Ottawa, Pembroke-North Bay line branches off and the site was ideal at the time for the C.N.R as an independent line.

**Transfer Switching Point**

With the amalgamation on June 27 of the C.N.R. and G.T.R., and the unification of the two lines, it was found necessary to transfer the switching point nearer the main yards at Central Station. As Rideau Junction is seven and one tenth miles from the station and has no connecting lines with the former G.T.R. tracks to make it practicable to continue its use, the decision was reached to abandon it for switching purposes. Whether the roundhouse will still be used has not been definitely decided, but it is likely the entire plant will be dismantled with the exception of the station and freight sheds.

Rideau Junction is just west of the Rideau River in Nepean Township and about six miles from the centre of the city. With the establishment of the C.N.R. divisional point there a townsite was planned and a suburban centre sprang up. This was accompanied by considerable activity in real estate circles, many Ottawa people purchasing lots in the vicinity. To relieve the housing situation at Rideau Junction a number of old freight cars were dismantled and the interiors rebuilt into homes for railway employees and their families.

Will be absorbed

Mr. Rowe stated this morning that the dismissal of the trackmen and foremen at Rideau Junction was but a matter of form and that they would all likely work on the National Railways.

**06/07/1920 Ottawa Journal Carleton Place Westboro**

C.P.R. will not stand for two stations.

Owing to the fact that several other applications had precedence on the order paper, the hearing on the application of the Township of Nepean for an order directing the C.P.R. to erect a station at Westboro at or near Victoria avenue, for the handling of passengers, freight and express, before the Board of Railway Commissioners, was adjourned until this afternoon.

Mr. T.B. Flintoff is acting on behalf of the C.P.R. and Mr. J.E. Caldwell, Solicitor for Carleton County, represents the applicant. Mr. F.B. proctor, City Solicitor, will also be on hand to look after the city's interests, as the application for the Township of Nepean virtually involves the maintaining or the abandonment of the recently established station at Parkdale avenue.

The C.P.R. is understood to be agreeable to the establishment of one station in a centre which will serve the largest number of people, but will not countenance two stations, one in Westboro and another in Hintonburg. The application of Nepean Township is arousing the keenest interest, as was evidenced by the large attendance of residents along the Britannia line, farmers of Nepean and members of the Carleton County Council who were on hand this forenoon in the expectation that the case would be proceeded with then.

**Thursday 23/09/1920 Ottawa Journal Montreal and Ottawa Alfred**

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

**Monday 27/09/1920 Ottawa Journal Carleton Place Westboro**

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

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**Tuesday 23/11/1920 Ottawa Journal Carleton Place Westboro**

(8 days before Westboro in Westboro should have opened by Board Order)

Mr. J. R. Savage, general superintendent of the C.P.R. Ottawa District, and Mr. J. E. Beatty, district engineer, had a conference with the board of Control this morning regarding the Railway Commission order to the railway to open a station at Westboro.

The C.P.R. already has a station at the corner of Parkdale Avenue and Scott Street which the controllers want the Company to keep open.

No decision was reached.

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest dents in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station. Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station.

The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville.

Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a bug loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

As a result of the death of Mr. J.A.M. McQuaig, superintendent of the NYC Railroad for many years which occurred in Ottawa on November 20th, all employees of the road were called to attend a solemn funeral service at his late residence on Monday evening November 22nd at 7.30 o'clock. A special train left Ottawa the same evening conveying the men to their respective posts along the line to Tupper Lake. A man of sterling worth has passed away.