

CNR Chaudiere Branch

Privy Council Railway Committee 7 May 1889 Application by CAR for sanction to the building of a branch line through Rochesterville, Mount Sherwood and Fraserfield in Nepean twp.

Two certificates had been deposited by the CAR and no opposition had been made. Application to stand and be heard at meeting of 9 instant.

Meeting of 9 May. After due consideration the Committee approved construction of the branch provided the City of Ottawa has no objection and the Ottawa City authorities be afforded another opportunity of appearing before the Committee should there be any opposition on their part to the application.

RG 46 vol. 1498 case 3050

OER crossing the GTR at Queen Street

Report of 20 Jan 1908 by Chief Engineer Mountain.

Follows an accident. Recommends that derails be placed, one 75' east of GTR and on the north track of the OER and one 75' west of GTR on the south track of the OER and to be interlocked with the gates that are already there. When the gates are down the derail to be open and against the OER and when the gates are up the derails to be up permitting the OER to proceed.

Also recommends a trolley guard be placed over the trolley wire where the trolley goes over the track of the GTR on both tracks of the OER.

8 Feb 1908 Letter from GTR in agreement. Points out that there will be no extra operating expense because the derails will be taken care of by a gateman who is already there.

11 Feb 1908 Letter from OER agrees that a derail should be put on the north track but there is not much need of one on the south track as it is slightly upgrade. However, will not object to it being placed. Does not consider trolley guard necessary because this is only needed where gates are not in use.

NB. The only expense recommended for the OER to pick up was the trolley guard.

Board subsequently agreed that a trolley guard was only required on the south track. A trolley guard would prevent the trolley arm coming off and leaving the car astraddle the tracks.

Order 4460 issued on 14 Mar 1908.

7 Feb 1912 Letter to GTR telling GTR to give details of the crossing and to show cause why an interlocking should not be installed.

6 Mar 1912 Reply from GTR

Encloses 16 Feb 1912 Blueprint showing location of crossing. Also shows layout of tracks by Britannia Terrace and siding from yard across Bridge Street and into J.R. Booth private siding.

GTR is junior.

No agreement covering the crossing

Average daily movements over this crossing are 12 for GTR and the OER every 3 minutes. Most of the movements on the GTR are at night when service is light on the OER. Do not feel an interlocker is necessary.

It seems the reason for the show cause order was that the derails ordered by 4460 had not been installed.

9 Jun 1914 Inspection.

Order 4460 required that the crossing be protected by gates and derails which were to be interlocked with the gates. Interlocking has been installed in accordance with the Order but it is out of order and has not been in good operating condition since October 1913. Two flagmen have been put in charge while the plant was out of order protecting the crossing day and night except when the lumbermen's season was over there was only one man protecting, day time.

10 Jun 1914 Letter to GTR asking when the gates and derails will be put in good working order.

20 Jun 1914 letter from GTR

Chief Operating Officer must have been incorrectly informed as the gates were put into service on April 20. Derails worked very well but at first the gates were rather stiff on account of their having been inoperative throughout the winter. Do not understand why any complaint should have been made about them.

22 Jun 1914 Letter to GTR

Gates and derails were reported out of order by one of the Boards Inspectors who made an inspection on June 9.

2 July 1914 Letter from GTR

On taking up the matter further the Inspector is essentially correct. At present time they are not working as they should and it may be necessary to do considerable work and make changes to the gates before they work satisfactorily.

3 July 1914 Letter from GTR

Gates are now in proper working order.

9 July 1914 Letter from Assistant Engineer Belanger to Chief Engineer Mountain
Inspected plant this morning and found it to be in good working order.

4 October 1915 Letter from Assistant Signal Engineer Wright of GTR to Mountain
Have secured authority to extend the interlocking plant by installing home signals.

25 October 1915 Letter from GTR to Board

Our track approaches Queen Street on a sharp curve. Encloses for the approval of the Board plans showing the type of protection to be installed and which provides for the crossing gates to be connected up with the interlocking plant so that the crossing gates will be automatically lowered when the signals are set in the clear position on the GT tracks and the derails are open on the OER tracks. Attached to this is GTR plan SD-1091 dated 24 April 1914.

27 October 1915 Letter to GTR

Returns two copies of the blue print duly approved by the Chief Engineer of the Board..

13 November 1916 Letter from V. Bouvin on behalf of the Amalgamated Association of Street and Electric Railway Employees of America.

In connection with the derail switches at Queen Street West. Our motormen suggest that if there was a light signalling a car that the derail switch is against them it would save a lot of worry and derailment. As it is a car has no way to know if the switch is against them until they come too close, especially in the dark.

20 November 1916. Memo from Inspector Blyth.

After looking at the plant, I am of the opinion that an electric switch can be installed on each side of the quadrant where the derail lever works, and can be wired to the first cross wire outside of the derail points which carries the trolley wire, and at this point a cluster of say three red and three green lights be installed above the tracks on which the derails are located indicating the alternate positions of the derail.

Queen Street has two derails, Broad Street has three.

This can be accomplished at small cost and would recommend that the matter be given favourable consideration.

28 November 1916. Memo from Electrical Engineer Murphy.

The rails at the Queen Street West de-rail on the westbound track are not well lighted. This is made worse by the street lamp at the derail on the other (west side) of the GTR. Motormen going west are subjected to the rays of light from the lamp beyond the crossing and are thus prevented from properly viewing their own track. A street lamp on the bridge between 100' and 150' east of the GTR would improve this.

The eastern derails in question are located on a down grade about 66' from the GTR. They are out of order – inoperative now and are said to be out of order often. Motormen watch the track, they are expected to know derail locations and approach them carefully. Cars going west on Wellington Street towards Queen Street may coast for ¼ mile without need of any power, in fact cars on this route would run away if not kept in hand. The necessity for careful running and good street lighting as well as ample warning of the approach to the derail in question is apparent.

But for the fact the derails are often inoperative it would be well to install red light signals connected to the derails and automatically switched on and off by the latter's movements. Under existing conditions such lights should be controlled by the movement of the apparatus which controls the gates.

It might be worth considering, from the motorman's outlook in his cab whether automatically lighted red lamps should be placed upon the gates or upon posts in advance of them. The painting of the gates with alternate red and white oblique stripes makes the gates more easily seen. My recommendation would be to light the gates themselves.

Broad and Wellington Streets

No gates, semaphores or other safety features warn motormen of their approaches to the derails on Broad and Wellington Streets.

Going south on Broad Street, after leaving the CPR station, little warning is needed. Nearly all cars stop at the station and the grade is against the streetcars – low speed approach of the north side of the GTR derails is usual and a street lamp at this point affords good illumination.

Warning to motormen seems to be needed on Wellington Street. A street lamp is located so far as the eastern derail is concerned but the western one is not well lighted.

I would suggest the desirability of viewing these points at night from the motorman's cab and ascertaining if red light signals can be so located so they will surely catch the eye of the motorman.

As with Queen Street West, it will be simpler, and probably more reliable, to operate electric lamps from the street railway line by connections to a lever in the operating cabin rather than from the derails themselves.

31 July 1917. Letter from OER

We carried out Mr. Murphy's suggestion with the derail switch at the corner of Wellington and Broad Streets. This was done the day following receipt of Mr. Murphy's report. We have a cluster of lights suspended from the trolley wire directly over the derail switch. In addition, we dropped a red light several feet below cluster so that when flagman throws derail switch against our cars, red light attracts motorman's attention. The derails at the Queen Street West crossing are maintained by the GTR – they have details of our installation and said they would do something similar at Queen Street but nothing has been done to date.

17 August 1917. Letter from GTR.

Derails at Queen Street West are often out of order, particularly west of the crossing during severe winter weather due to water running down the track into and freezing them when closed. We attempted to put in a drain but were prevented from doing so by refusal of the owner of a small piece of property over which we wanted to run the drain.

Streetcar traffic going east over this crossing and vehicular traffic in both directions is very fast. GTR traffic is very infrequent with the result that vehicular and streetcar traffic becomes accustomed to always having the right of way. Traffic is not always prepared to stop when there is a GTR movement with the result that in many instances our gates have been broken.

The Board should limit the speed of streetcars, etc over the crossing and should induce the city to improve the street lighting and this would decrease the trouble.

If the Board orders the gates to be lighted we would suggest the installation of two hanging lamp signals such as are used at the grade intersections and junctions of the Toronto Street Railway. These indications should be green light for "Proceed" and red light for "Stop". They would be controlled by the derail lever in the signal cabin and would be operated by current from the OSR trolley.

As the conditions are due to the peculiar speed and traffic conditions on the street and not the GTR tracks we submit that the improvement, if ordered, should be at the sole cost of the OER.

5 September 1917. Letter from GTR

Board had requested number of times the gates had been broken at Queen Street West. Our records do not show definitely the number of times but they were broken on four distinct occasions in the past 12 months:

27 July 1916
8 September 1916
7 April 1916
8 August 1917.

10 September 1917. Letter to GTR and OER

Suggests that local representatives of the companies get together to see if they can agree upon improvement. Engineering dept will give assistance and the matter to be referred to the Board if there is any outstanding question.

22 October 1917. Note from Spencer, Chief Operating Officer

Attended meeting between GTR and OER.

Broad Street derails has definitely been remedied by placing the necessary lights.

At Queen Street the OER will put in the lights to show the derails, the same as at Broad Street. GTR will move the derail back 50' as recommended, or as far as it can without going on the bridge over the spillway from the waterworks Pumping Station and arrange to keep the derail so as to eliminate the troubles complained of during the winter season.

We did not think it advisable to illuminate the crossing gates themselves.

12 November 1917. Letter from GTR

Work on moving the derail is now in progress so that the matter may now be considered closed.

27 November 1917. Letter from GTR

Work on Queen Street West derail was completed and put into service on Saturday 17 November 1917.

16 April 1918. Memo from Assistant Engineer

I examined yesterday the changes made at the crossing at Queen Street West.

The east derail has been moved 50 further away from the crossing and is in very good condition. A cluster of lights has been installed immediately over each derail. This cluster consists of six white lights and a red one and is controlled by a switch in the gateman's shanty. The gateman turns on the switch before opening up the derails at night time and he advises that these lights have been a great help.

29 November 1921. Letter from GTR

Application for an order under s. 307 of the Railway Act 1919 permitting the company's trains to pass over Queen Street West crossing without stopping.

5 December 1921. Memo from Inspector McCaul

Vehicular and pedestrian traffic are extraordinarily heavy. There are no derails on the GTR and the present protection is not positive. OER cars operate over the crossing controlled by hand brakes only.

GTR is a branch connecting the J.R. Booth lumberyard and the tracks north of Queen Street with the main track at Rochester Street and is used entirely for freight movements. The approaches on the GTR are on heavy curvature in both directions with short views of the home signals due to obstruction by buildings. It is important that GTR trains approach the home signals at slow speed, the northbound movement being on a down grade and, in every case being a backup or reverse movement.

OER cars westbound are also on a down grade. About a month ago an OER car failed to stop clear of the derails resulting in a derailment and the car fouling the GTR track.

The working of the interlocking plant is as follows. First movement is to open the derails on the OER; second to lower the gates; third to lower the home signal to clear position.

There does not appear to be any rush about GTR movements and there is no immediate necessity of opening up any possible risk of accidents. There is no hardship on the GTR under the present method of operation. Recommend that the application be dismissed.

24 December 1921. Memo from Inspector McCaul

GTR trains are not coming to an actual stop but approach signals at slow speed prepared to stop.

28 December 1921. Memo from Chief Engineer

Application is quite proper, interlocking plant is within our regulations and is up to date and permission should be granted the GTR to cross these tracks without stopping, provided the signals are clear.

30 December 1921. Letter to GTR

Given the substance of McCaul's report what is the need of the Order applied for.

23 February 1922. Letter from GTR

It has been the practice for our trains to come to a slow rate of speed and not actually come to a stop. It is felt that this is perfectly safe as the crossing is protected and trains are under control. To bring the trains to a full stop difficulty would be, at times, experienced in starting up again and in addition to this if trains are of any length it would likely block other streets.

10 March 1922. Order 32201 issued

13 June 1925 Letter from CNR

The Queen Street crossing is protected by gates between the hours of 10:00 and 18:00 and, as we have no train movements over this crossing on Sunday, I beg to apply for permission to discontinue protecting this crossing on Sundays.

6 July 1925 Letter from City of Ottawa

No objection to discontinuance of watchman on Sundays as long as CNR continues to make no use of the crossing on Sundays.

9 July 1925 Order 36579

22 July 1925 BRC to CNR

Refers to letter of 13 June 1925 and the statement that hours of operation are from 10:00 to 18:00. The BRC finds no records of any sanction so limiting the operating hours and, to straighten out its records, would like a reference to the sanction in question.

13 August 1925 Letter from CNR

Refers to letter of 22 July. There is no sanction for limiting the operating hours from 10:00 to 18:00 but there are no train movements across the street except between these hours with the exception of the winter months when logs are sometimes moved at which time a watchman is placed in charge of the crossing in every case where switching or train movements are made across it.

15 October 1929

Report of Inspector Hudson of accident on 1 October 1929 at 02:10. Yard engine 7135 was passing over Queen Street crossing with 12 cars at about 3 mph when a Whippet coach auto crashed through the gates and hit the side of the train. Passenger was slightly injured. Driver was sentenced to 7 days for driving a car while under the influence of liquor.

Crossing is well protected with gates, signals on the railway and derail on electric railway all worked manually from a cabin on the north east side of the track. There is also a bell that the man in charge rings before he starts working his levers. There are two men handling movements – one 09:00 to 18:00 and is relieved by another man who works until 02:00 unless advised to remain longer by Yard Office.

25 January 1960

Crossing is now known as Fleet Street. Report of Inspector Pringle of accident on 4 December 1959. Mercury pickup truck skidded through the gates and was struck by a train.

Vehicular traffic is heavy and fairly fast. Crossing is protected by manually operated gates. No mention of the interlocking which was presumably taken out when the street cars were abandoned.

1 August 1962

CNR plan of 4 June 1962 showing crossing to be automated. Gates to come out and lights, with cantilever, operated by push button to go in.

Accompanying letter explains that gates are mechanically operated and has become obsolete. Replacement parts cannot be obtained. City has complained about the oil lamps.

17 January 1963 Letter from City of Ottawa

NCC advises that the Fleet Street crossing will be in operation for only two or three years and that the location of the trackage proposed to serve E.B. Eddy is still under study. In view of the short period and the high cost of installing flashing lights the City is not agreeable to the proposal to installing automatic protection. It is suggested as an alternative that the CNR be requested to use a flagman.

14 December 1965 Letter from CNR

There exists an agreement dated April 5 1886 between the CAR and the City of Ottawa which reads in part "... and shall keep watchmen at said crossings and observe and abide by any such further regulations in reference to said crossings as the Council of the Corporation of the City of Ottawa from time to time may by resolution adopt." This agreement covers the Fleet Street crossing(formerly Queen Street West).

Effective 19 November 1965, the watchman at Fleet Street has been removed. This was due to the discontinuance of movements to the E.B. Eddy Ottawa plant. The remaining movements to the team track ramp and overhead crane at Chaudiere Yard are now very minimal in nature. To comply with the agreement arrangements have been with the maintenance of way forces to handle the crossing protection in lieu of the watchman. Walkley Yard will arrange a contact to enable the crossing to be protected whenever it is necessary for a train movement to cross Fleet Street.

File 46260.3

1961, May 29 CNR to BTC

NCC wishes abandonment of the Bank Street line between Bronson Avenue and Gladstone Avenue. In order to continue to have access to the CNR Chaudiere Yard CN will use an alternative route through Walkley Yard and on the CP Prescott sub. from Walkley Diamond to Ottawa West thence over the Chaudiere Branch to Chaudiere Yard.

Applies to abandon, under section 168 of the Railway Act, between Bronson Avenue, m. 1.66, and m. 2.1 (between Queen and Preston Streets) also a portion of the Chaudiere Spur from a point of connection with the former Renfrew sub. at Rochester Street to Gladstone Avenue.

There are two private sidings, each of which served the Department of Defence at Plouffe Park and which are now used by the Department of Public Works. DPW agree that the long siding can be dispensed with and the short siding will be needed for a limited time only.

1961, June 22 Order in Council P.C.1961-915

Approves entry by CNR into an agreement with CPR with respect to running rights to gain access to the Chaudiere yard.

1965, May 21 CNR to BTC

Application to abandon the remaining portion of the Chaudiere Spur from m. 0.31 to the end of the Spur at m. 1.71. Until such time as an alternative connection is provided from Ottawa West Yard to serve O'Keefe Breweries and provisions made for permanent team tracks in Ottawa West Yard to replace those to be used temporarily between Broad and Booth Streets, which temporary tracks are in lieu of those to be released in Chaudiere Yard and a permanent interchange arranged, it will not be possible for us to physically remove all that portion between. 0.31 and the southerly side of Booth Street.

There are no regular freight trains over this trackage which is used for switching operations to serve some industries and team tracks, interchange of cars with CP and for storing of cars.

There are three firms having private sidings on the trackage proposed to be abandoned.

Ottawa Paint Works m. 1.22 Agreement cancelled March 15, 1962.

Lloyd Enterprises m. 1.30 Property expropriated by the NCC and agreement in course of cancellation.

Baker Brothers m. 1.55

These firms have all been made aware that present rail service will not be available after June 1, 1965 and our Industrial Department and the NCC are dealing with them respecting relocation and/or temporary and permanent relocation of railway facilities.

There are private sidings serving **O'Keefe Breweries** and **Department of Public Works** and negotiations are under way to continue service with respect to these parties.

1965, July 9 BTC letter to interested parties
Requests their position with regard to the application.

1965, July 13 E.B. Eddy to BTC

We have reached a tentative agreement with the NCC regarding the elimination of CNR rail service to our Ottawa Mills. If this agreement is ratified we will not protest the abandonment. However, until such time as the agreement is ratified we wish to reserve our right to oppose the abandonment.

1965, July 15 O'Keefe Brewing to BTC

Correspondence with the CNR, BTC and NCC does not make it clear how service to our warehouse on the north side of Wellington Street will be continued without interruption when the various sections of track in that area are removed.

Naturally we do not wish to hold up the plans of either the railways or the NCC but we must be assured of continuous service at all times.

1965, July 23 NCC to BTC

We have received a copy of the letter to you from O'Keefe Breweries regarding service to their warehouse during the period that track changes are being made in that vicinity.

Service to O'Keefe's warehouse has been carefully considered during the transition period and during Stage 1 and Stage 2 of the Railway Relocation the present spur will be left undisturbed.

In Stage 3 it will be necessary to introduce a new turnout for O'Keefe's and lengthen the present spur, but this work can be done without interruption to service if properly programmed, which is what we intend to do.

You may assure O'Keefe's Brewing Company that there will be no interruption of service into their warehouse.

1965, July 28 City of Ottawa to BTC

Board of Control considered your letter of July 9 and wishes to advise that it supports the application to abandon this railway spur.

1965, August 17 O'Keefe Brewing to NCC (copy to BTC)

It would appear that our best interests are being well looked after. It would be appreciated if Stage 3 could be outlined to us at your early convenience inasmuch as we would like to know when the spur will ultimately be completed.

1965, August 18 NCC to BTC

Agreement has been reached with E.B. Eddy for the compensation for the loss of their trackage. This agreement requires the approval of the Treasury Board which has not yet been received.

Under these circumstances it is recommended that any further action on this abandonment be deferred until such time as the Treasury Board ratifies the Agreement.

1965, August 27 O'Keefe Breweries to BTC

I have just received a letter from the NCC together with an outline and sketch of the proposed new trackage to service our building when the present tracks are abandoned. From this sketch and previous correspondence it appears to me that service to our warehouse will at no time be seriously disrupted. As long as we have adequate notice as to the exact time of the change from one to the other, I can see no serious objection to the proposals.

1965, September 2 E.B. Eddy to BTC

We have received official ratification of our agreement with the NCC on August 30, 1965, consequently, we have no objection to the proposed abandonment of the CNR Chaudiere Spur.

It is our understanding that the CPR connection to our Ottawa Mill will continue for some considerable time after the CN tracks are removed. In this event, we presume arrangements can be made by CNR to continue service to the Ottawa Mill through some working arrangement with the CPR.

1965, September 16 NCC to BTC

The agreement whereby E.B. Eddy relinquishes rail service to their plant from the Chaudiere Subdivision has been ratified by the Governor General in Council.

1965, September 30 Department of Public Works to BTC

The Department of Defence Production has advised that a railway siding is essential for the successful operation of their supply centre which will be accommodated in the Plouffe Park Warehouse.

We are not quite sure what effect the CNR application will have on this siding, however, we would have no objections to this application in the event that it does not interfere with the present siding facilities at Plouffe Park.

1965, October 18 CNR to BTC

E.B. Eddy Company. As a result of the NCC requiring the site of part of the Ottawa plant property after November next, rail service from our Chaudiere Yard will not be possible. Providing E.B. Eddy make suitable rearrangement of their trackage, they will be in a position to continue receiving rail service from the CPR for a further period of less than a year, i.e. until such time as the NCC requirements for the land, they already acquired from E.B. Eddy, precludes the continuation of any rail service.

During this interim period, CNR line haul traffic to and from the E.B. Eddy company Ottawa plant will be interchanged with the CPR at the Gladstone Street interchange, under the normal interchange rules and charges.

O'Keefe Brewing. While we have no definite date at which the changes referred to will be made, the industry will be advised sufficiently in advance of any action to be taken in this respect. Service to their plant will continue as at present until such time as the CPR Ottawa West Yard becomes part of the Ottawa Terminal Railway.

1965, October 21 NCC to BTC

It is planned to continue service to the Defence Production Spur at Plouffe Park during and after the relocation of the Prescott subdivision. When the Prescott subdivision is located in its final location service will be provided by a switch-back arrangement on the east side of the railway cut.

1965, October 29 E.B. Eddy to BTC

Due to the cost of rearranging our trackage to maintain our connection with the CPR and the uncertainty of the period of time that we would be able to avail ourselves of this connection we have decided to terminate all rail service at our Ottawa Mills effective November 15, 1965.

In view of the above we are no longer concerned with the supply of CNR equipment after the abandonment of the Chaudiere Spur.

1965, November 8 Asst Dir Operations to General Counsel BTC

Summarizes the file. Baker Brothers Iron and Steel and Lloyds Enterprises were traced but no reply has been received.

In view of this there would appear to be no reason to delay further.

1965, November 15 Order 119011

CNR authorized to abandon a portion of the Chaudiere Spur between m. 0.31 and the end of steel at m. 1.71.

1965, November 29 BTC to CNR

Requested to supply the Board with a new location for the reflectorized crossing signs installed at the following locations:

Lloyd Street formerly m. 2.21

Lett Street formerly m. 2.27

Pooley Street formerly m. 2.42

1966, January 20 CNR to BTC

Recommends that the reflectorized signs be relocated to crossings on the Renfrew sub. as follows:

Lloyd Street to m. 84.05

Lett Street to m. 85.11

Pooley Street to m. 87.35

1966, August 2 Order 119878

Reflectorized crossing signs from m. 2.27 Chaudiere Spur (Lett Street) to be relocated to m. 85.11 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.

1966, August 2 Order 119879

Reflectorized crossing signs from m. 2.42 Chaudiere Spur (Pooley Street) to be relocated to m. 87.35 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.

1966, August 2 Order 119880

Reflectorized crossing signs from m. 2.21 Chaudiere Spur (Lloyd Street) to be relocated to m.84.05 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.