

Hammond subdivision

Files seen:

RG 12 box 1956 file 3506-76

RG 43 box 689 file 21886 Abandonment of South Indian to Rockland branch

CTA file Application to abandon Clarence Creek spur between Rockland (m. 0.0) and Clarence Creek (m. 4.6)

Merrilees Collection, National Archives, 84503/19 D 330, F2 Container 2000002705

CNR Blueprints showing lines abandoned.

RG 46 vol.1574 file 25990 Hammond Station

RG 30 vol.14898 file 747 Interlocker at Hammond

RG 12 box 1956 file 3506-76

Prescott County Railway

1 February 1889 Petition to the Privy Council

Intention to apply to parliament to amend their act so as to provide for an increased bond issue, an extension of their line through the counties of Russell and Ottawa, the construction of a bridge over the Ottawa River at some convenient point near Rockland and power to change the name. (to Central Counties Railway).

4 January 1893 from Central Counties Railway to Department

Renews application for subsidy for their line from Glen Robertson, on the CAR, through Glengarry and Prescott Counties to the village of Hawkesbury, 21 miles. To show its bona fides the company made arrangements to have the 21 miles constructed in 1891. No subsidies were granted in the 1891 session. By the end of the year it was sufficiently complete to be put in operation and it has ever since been in operation. The contractor was paid by delivering to him the only available bonds of the company and the only Municipal subsidy granted to it. But the company has expended and incurred liabilities in respect of construction of over \$70,000 which it fully relied upon meeting by means of the expected federal subsidy.

Although subsidies were granted to the M&O Ry. in 1887 and 1890 for a portion to run through Prescott County the subsidies were never earned and they have lapsed, and construction on that line ceased months ago.

Also applies for a subsidy for a line from Vankleek Hill to Caledonia Springs, about 7 miles, which they desire to build without delay.

5 December 1895 from Canada Atlantic to Department

I am directed to ask that you may be pleased to send an engineer to inspect, for operating purposes, the Rockland Branch of the Central Counties Railway.

9 December 1895 from Collingwood Schreiber to Minister

Under instructions from me Mr. J. StV Caddy inspected the Rockland Branch of the Central Counties Railway with a view to its being opened for traffic by the Canada

Atlantic Railway and he informs me the first 15 miles is completed and in good running order, that the two miles near Rockland are not fully ballasted but though safe to run over, the speed for these two miles should be limited to 15 mph.

RG 43 box 689 file 21886
Abandonment of South Indian to Rockland branch

10 Sep 1924 letter from CNR President Thornton to Bell, DM of Railways and Canals.

Some time ago question arose of renewing a portion of service on the line which was discontinued last fall. Community does not suffer and the minimum service would result on considerable loss to CNR.

Attaches a copy of report prepared by CNR.

3 Nov 1926 letter from Hungerford, Assistant VP, CNR to Bell, DM Railways and Canals.

Following amalgamation line was closed and between 3 and 4 miles of steel were taken up from Rockland southerly. Various representations were made by Hon Charles Murphy (MP for the area and Postmaster General) and the steel was relaid between Rockland and Clarence Creek, situated about four miles south.

It is the intention to continue to operate the said four miles but there appears to be no reason whatever for maintaining the line from Clarence Creek to South Indian (11.86 miles). There has been no train service on it for two or three years and it is now proposed to lift and utilize the rails.

Do you have any serious objection?

13 Nov 1926 Bell to Hungerford

No objection.

21 Apr 1927 Hungerford to Bell

Has the situation changed since last November? If not I presume we may proceed to lift the rails.

29 Apr 1927 Bell to Hungerford

No change.

**CTA file Application to abandon Clarence Creek spur between Rockland (m. 0.0)
and Clarence Creek (m. 4.6)**

Judgement of 12 June, 1936. Order 53224 of same date.

Opened for operation in 1895 and is part of the line which originally extended to what is now known as Limoges on the Glen Robertson to Ottawa line. The portion from Clarence Creek to Limoges has been abandoned since 1923 and dismantled since 1927. Built under the charter of the Prescott County Railway. Name changed to Central Counties Railway in 1889. Leased to CAR until taken over by GTR.

In May 1933, the wooden trestle (8 spans - 86 feet) on the Rockland Clarence track at m. 3.64 became unsafe for operation and service was suspended until August 1934 when the track north of the trestle was put into condition to move traffic. In October 1934 sufficient temporary repairs were made to the trestle to enable shipments of hay to be handled from Clarence Creek and this section was kept open until May 1935, when it was considered unsafe to continue operation and it was closed. On May 30, 1935 CNR requested permission to discontinue all service between Rockland and Clarence Creek as it would entail an expenditure of \$600 for tie replacement which was unwarranted in view of the small amount of business offering. Temporary repairs were made to the line as far as mile 3.64 and, in October 1935, the line was reopened to mileage 3.64 but beyond this point it has remained closed because the trestle is considered unsafe.

The business offering on this portion of line does not warrant the large expenditure which will be necessary to rehabilitate it and the application should be granted.

Merrilees Collection, National Archives, 84503/19 D 330, F2 Container 2000002705
CNR Blueprints showing lines abandoned.

RG 46 vol 1574 file 25990

Hammond Station

8 June 1915 from J.A. Roy Parish Priest

It will soon be a year since the Grand Trunk station at Hammond burned down and the Company has not thought it advisable to reconstruct same.

- passengers are in constant danger at the point where the temporary station is located.
- The access to the railway is now so difficult that our trade is paralyzed.
- The municipal council some years ago voted a certain sum of money towards the erection of a station at Cheney, and when the latter was burned down the amount was transferred to that of Hammond.

26 June 1915 from GTR

Our station at Hammond was totally destroyed by fire on 13 June 1914. Plans were prepared for a new building but owing to the critical financial conditions that arose the work of rebuilding was held over and we cannot see our way to erect stations at this or any other points until financial conditions improve. Immediately the building was destroyed we had a coach placed which was properly fitted up, also a box car to protect freight shipments. While investigating this complaint it was found that there were two cars placed rather close to our main line and it has been arranged to have them moved back. There will be no danger to passengers any more than what there would be if new building was erected and when these two cars are moved back access will be improved.

We have not received any money from the Municipal Council towards the erection of a new station but what the Rev. Roy refers to is, we presume, the grant voted by the council of Clarence twp. about 22 years ago as a bonus to the Central Counties Railway who, at the time, owned and operated the Rockland branch, to locate and build a station at Hammond (sic). This station was located and built and we still maintain a station at that point. The average number of passengers using our Hammond (sic) station per day is six.

Plans does not show interchange.

9 December 1920 order 30422 is issued.

End of file.

**RG 30 vol.14898 file 747
Interlocker at Hammond**

11 August 1897

Agreement between CAR and the M&O.

CAR consents that the M&O may construct a crossing on the level of its Rockland Branch as shown on the plan annexed (not on file) or in such other way as the Railway Committee of the Privy Council may think proper.

M&O will construct a crossing with all the necessary appurtenances as will meet the requirements of the PCRC, and also for the approval of an engineer of the CAR. M&O will at its own cost provide and maintain such signals and other means of protection as the PCRC may require and will efficiently manage the same so as not to impede the movement of any train of the CAR.

CAR trains of any class to have priority over M&O trains of a like or lower class.

2 November 1927

Agreement between CNR and CPR

The agreement entered into between the parties dated 18 August 1924 by which the CNR consented to the taking up and removing the diamond and dismantling and removing the interlocking plant, and relaying the CPR line across the right of way of the Rockland branch at a point 0.45 miles south of Hammond is amended by providing that CPR shall replace the diamond on receipt of 60 days written notice, and the interlocking on six month's written notice.