

Hilton Mines Spur
(See also Portage du Fort and Bristol Branch file)

RG 12 vol 1860 file 3268.29

17 July 1888 from PONTIAC & RENFREW

Submits plans and profiles. List of directors and shareholders.

22 Oct 1889 from PPJ to Bristol Iron Co.

In connection with the opening of the branch known as the Pontiac & Renfrew we shall be pleased to supply you with the necessary cars for the handling of business from and to points on your line.

18 Oct 1889 from CPR to Pontiac & Renfrew

In connection from the PPJ on application for cars as they are required to load for Prescott we will supply them.

7 Oct 1889 from Pontiac & Renfrew to CPR

The Pontiac and Renfrew Railway Co. having completed that portion of their line from the PPJ Railway at Wymans Station to the Bristol Mines a distance of 4 1/4 miles are desirous of entering into an agreement with your company to furnish the necessary cars to take the iron ore from the Bristol Mines to Prescott, Ontario or other points on your system of railways. The Pontiac and Renfrew have the locomotive power to haul the cars to and from the PPJ Railway and the latter will deliver them to you at Aylmer.

1 November 1889 from Van Horne to Magee Pontiac & Renfrew

.. this company will undertake to furnish the necessary cars for your traffic on the opening of your line.

31 October 1889 from Pontiac & Renfrew to Van Horne

... we have a locomotive and all other facilities for running the road except cars and I wish to know if your company will agree to furnish the necessary cars for handling the business from points on our line to Prescott or other points on the CPR.

File 48249

Plan, profile and book of reference. At the mine several run around tracks.

1956, June 5 CPR to BTC

Application for authority to construct a branch line serving Hilton Miles at Bristol, Que. Line commences at m. 33.62 Waltham sub. and proceeds in a general westerly direction a distance of 4.67 miles. Crossing of roads in township of Bristol is approved by the township provided CPR put in suitable crossings and approaches and, if necessary, warning signals.

1956, June 5 CPR to BTC

Encloses letter from Quebec Department of Highways about crossing of highway no. 8:

1. There will be no superelevation on the rails;
2. CPR to provide signalman or will install flashing lights.
3. If movement of trains increase to the point where a grade separation is required the Department will not be called upon to contribute.
4. CPR will bear the expenses of construction.

1956, June 13 Order 89010

1. CPR authorized to construct the branch line.
2. CPR authorized to cross Provincial Highway No. 8, the road between Ranges 3 and 4 in townships of Onslow and Bristol and the unopened road allowance between ranges 2 and 3 in the township of Bristol.
3. The crossing of the highways in 2 shall be in accordance with the standard Regulations of the Board Affecting Highway Crossings.
4. All train movements across Quebec Provincial Highway No. 8 shall be protected by manual flagging.

1956, July 30 Pickands Mather to CPR Smiths Falls

Less than standard clearances. Our own men will be operating the cars through this pocket and that motive power if required will be provided by our Whiting Corporation Trackmobile; no locomotives will operate on this track

1956, September 18 CPR to BTC

Applies for approval of restricted clearances at the loading bin.

1956, October 2 BTC to CPR

BTC appreciates the necessity to limit the vertical drop butfails to understand why it is necessary to limit the side clearances.

1956, November 8 CPR to BTC

The industry has agreed to provide proper side clearances.

1956, November 29 CPR to BTC

Applies for authority to operate. Encloses an affidavit from the Company's Chief Engineer.

1956, December 17 Order 90463

CPR authorized to open for carriage the branch, a distance of 4.67 miles. Also approves the restricted clearances at mileage 4.5.

1959, September 11 CPR to BTC

Requests approval of restricted clearances at m. 4.48 by proposed conveyor system track. This will be installed at the head end of the pellet and chip reclaim system that is to be installed at the newly laid run-around track. No locomotive will operate past this loading

station. The reason for installing the run around track was to eliminate the necessity of having locomotives pass through this point.

1959, September 22 BTC to CPR

Returned application to CPR because the application has not been properly prepared and that some of the dimensions are illegible. Other information has been coloured in red crayon which can be readily erased.

1959, September 30 CPR to BTC

Enclose three prints of plan which have been prepared in accordance with your instructions.

1959, October 7 Order 99365

Approves restricted clearance at m. 4.48.

1965, March 17 CPR to BTC

Requests approval for restricted clearances at Pellet and Wet Mill Buildings, m. 4.48.

1965, April 12 Order 117250

Approves restricted clearances at the Pellet and Wet Mill, m. 4.48.

1965, August 20 CPR to BTC

The telephone lines have now been raised to provide proper clearance at m. 4.48.

Amicus 17146472

Report is dated 1910 but the two pictures are dated 1894.

A standard gauge railway – now in a state of decay – connects the mine with Wyman station: on the Ottawa Waltham branch line of the Canadian Pacific railway: the distance from the mine to Wyman station being four and a quarter miles,

First work dates back to the winter of 1872-3 when the north halves of lots 21 and 22 were leased to an American syndicate and some openings made, no ore was shipped and after some years the lease was allowed to expire. In 1883 leased to another syndicate and mining operations started in the autumn of 1884. These operations confined to lot 21 and chiefly in shaft No.1. Two roasting kilns with six gas producers were built and the ore was crushed and roasted before shipment. Operations were carried on with several interruptions until 1894 when the mine was closed down. Since that time no attempt to reopen.