

Locksley subdivision

Files seen

RG12 vol 1881 file 3268-77

Application to abandon the Locksley subdivision between Golden Lake (mile 0.0) and National Junction (20.2) heard at Pembroke on April 24, 1935.

RG 43 A 1 vol 2 file 738 Pembroke Southern

RG 30 vol. 12633 file 704 agreement between Pembroke Southern and Canada Atlantic

RG 30 vol. 12633 file 705 Agreement between Russell, Poulin & Co., Canada Atlantic and Pembroke Southern

RG 43 vol. 623 file 19892 Pembroke Iron Works connection.

RG 30 vol. 1349 Pembroke Southern Minute Book.

RG 30 vol. 1350 Pembroke Southern Minute Book.

RG 30 vol. 1351 Pembroke Southern Minute Book.

Pembroke Observer December 30, 1898

E-mail message from Rene Gourley

RG12 vol 1881 file 3268-77

Undated petition from the Pembroke Southern

2. power to build maintain etc. from Pembroke to Douglas and to Renfrew
3. number of miles 26 3/4 to Douglas and 37 1/2 to Renfrew.
4. Desirous of a bonus to assist in completing either one of the said lines

6. area served is cut off from the outside world
7. bounded by the Ottawa River and the various rapids render any attempt at navigation impossible
8. towns and villages finding it difficult to compete
9. these towns and villages are almost all provided with water power and naturally suited for establishment of manufactories.
10. Agricultural and mineral potential.

3 June 1895 from P. White House of Commons to Haggart, Minister

The company now propose to change their line so as to reach Parry Sound Ry. at Golden Lake, 19 miles. Appeals for subsidy.

27 Feb 1896 White to Minister

Attaches further petition similar to previous one with a change of route and mileage.

2 November 1898 Inspection Report from E.V. J (Johnson)

I inspected the first ten miles starting from Golden Lake. I was accompanied by Mr. Poulin, General manager and Mr. Russell, Chief Engineer and also Mr. McCallum, Govt. Engineer for the Province of Ontario.

Alignment As far as I could judge in conformity with the plan and profile approved 6 August 1898.

Clearing is done to the required width.

Fencing the line is fenced throughout with, in cleared sections, page wire and in wooded sections, barbed wire - all on cedar posts.

Cuttings and embankments are all in good shape

Ballasting is completed to a minimum depth of 10 inches under the ties (Presume this should be inches!)

Public road crossings are in good shape with cattle guards and sign boards in place.

Farm crossings all are complete with suitable gates in place.

Ties are cedar and tamarack, placed 2640 to the mile.

Rails the track is laid with steel rails 56 lbs. per yard, the fastenings being plain fish plates with four bolts to a joint.

Structures

Bridge The Bonnechere River is crossed by a steel deck 4 spans of 45' 6" each in accordance with the plan approved 25 May 1898.

The piers and abutments are concrete, well finished and substantial, on rock foundation.

The floor system is composed of ties 8"x12' 14ft long placed 4" apart.

Guard rails are 5"x8" and 8"x8" bolted every 4th tie. The inner guard rails are fitted with approved angle irons.

Beam culverts At sta. 130 there is a 15ft beam culvert with 10" cedar walls

At sta. 143 a beam culvert 12ft opening in cedar crib abutments.

Gives details of stringers etc.

Trestle Commencing at sta. 358+50 is a trestle of 56 bents, 15 ft centres, total length 850 ft.

Commencing at sta.403_50 is a trestle of 31 bents similar in every respect to that last described. This is continued 255 ft further by a temporary trestle, similar as regards the bents but differing in its deck This is a very substantial well built structure though built with a view to filling in to form a solid embankment.

Box culverts There are 32 box culverts well built on approved design.

Drainage the line is well drained.

Telegraph the telegraph line is completed.

I have to report that, provided the trestle at station 408+15 is approved this ten mile section of the Pembroke Southern commencing at its junction with the OA&PS is completed in accordance with the contract dated 11 Aug 1898.

27 December 1898 from E.V. Johnson

On 21st inst I inspected the Pembroke Southern with a view to opening the line to traffic.

I was accompanied by Mr. Poulin and his engineer Mr. Russell. Mr. E.J. Chamberlain, General Manager of the OA&PS accompanied by Mr. Mountain Chief Engineer and other officials made an inspection of the line at the same time.

For a full description of the first ten miles refer to my report of 2 November, the present report will cover the balance of the line from a point 10 miles to Golden Lake to Pembroke 10 ½ miles.

Alignment and grades appear to conform to approved plans and profile with the exception of a heavy bank between station 900 and 920. This is not quite up to grade. The company are now at work widening banks and raising track by train with material from the ballast pit.

The cuttings are all of the full width.

The track is laid with 56 lb. steel rails with fish plates.

The line is fully ballasted with excellent material, coarse sand gravel and stones.

Ties are cedar and tamarack 2640 to a mile.

Public road crossings are in good shape with cattle guards and sign boards complete - farm crossings are also properly constructed where required and furnished with suitable gates.

The line is fenced throughout, part page wire and part barbed wire in cedar posts.

The telegraph line is completed.

Trestles are erected at

Station	Bents
554+50	26
574	28
639+50	26
731+20	9
1040+40	15

These trestles are all of standard design of good timber and well framed - stringer details Commencing at sta 643+40 there are four bents of temporary trestle. This is a substantial structure with 12"x12" posts (details) the whole structure being well based

The other structures are 3 cattle passes 4x5 of standard build 10x10 cedar walls and about 20 cedar box culverts.

At Pembroke a neat and commodious station building is being erected and will be completed January 1st 1899.

At Golden Lake the OA&PS station will be used.

I understand that the company are about completing arrangements with the OA&PS for operating the line.

I have the honour to report that this road is in good and safe condition throughout for general traffic.

13 May 1897 from Thos Mackie, House of Commons to Minister of Railways

Encloses a petition. During the last election my opponent, P. White, made use of letters from Haggart, late minister of Railways stating that the road was on the list of railways to be subsidized.

3 Nov 1898 from Pembroke Southern to Collingwood Schreiber

During the inspection of the first ten miles attention called to temporary trestle - had not received your approval. Trestle is built of white pine square post and is 200ft long and

ranges from 10 to 15 ft high. There are stringers stronger than in the permanent part. The stone culvert underneath is built and had it not been for a very bad sink hole which we have filled and have put in over 1200 cars of ballast and some 15 to 20 ft of round timber the trestle (temporary) would now be filled. The only thing wanted is a wide deck but as we intend filling it in the spring it would be wasting money. There are good sawn tamarack short ties will spiked and the trestle is in a straight line. We have still ten miles of line to ballast and we are intending to finish the said ballasting before the snow. It is next to impossible to fill the said temporary work this fall. I think the Inspecting Engineer cannot do but verify the above statement.

We have endeavored to do good work etc. we will, however, if you so desire, put in a wide deck for the winter and it will be equal in every respect to the rest of the structure. But we hope the foregoing explanation will be sufficient and that you will kindly approve of the said temporary work so that we may be enable to draw our subsidy in orde to finish speedily the balance of the work.

Many petitions and letters in favour of the subsidy.

8 September 1898 from Pembroke Southern to Department

Plans profiles of a change of location for the last six miles, also a list of trestles and pile bridges for which we would like the approval of government, also a list of trestles and pile bridges on the twenty mile subsidized section ... and ask for permission.

Location	Bents	
358+50 to 367+00	56	Permanent
403+50 to 408+15	31	Permanent
408+15 to 410+70	17	Temporary
554+50 to 558+40	26	Piling
574+00 to 578+20	28	Piling
639+50 to 643+40	26	Permanent
643+40 to 644+00	4	Temporary
731+20 to 732+55	9	Permanent
1040+40 to 1041+75	9	Piling
1041+75 to 1042+65	6	Permanent

20 December 1898 from Pembroke Southern to Collingwood Schreiber

Apply for an inspection of the line from Golden Lake to Pembroke in order to authorize us to commence operation on the line. We propose to run our first trains of passengers on Monday next December 26th and we beg to be authorized to do so.

28 December 1898 from Collingwood Schreiber

Mr. Johnson inspected on 21st (?) instant, with a view to ascertain if the road is in condition to open for Public Traffic. From the general description of the condition of the road and its substantial character and his expressed opinion that the road is in safe condition for public traffic I recommend that authority be given to open it for traffic.

27 October 1898 from Pembroke Southern, Poulin to Collingwood Schreiber

Apply for an inspection from Golden Lake. Will have a special car on Tuesday morning next from Ottawa. If you could conveniently send the inspecting engineer on that day you would oblige us as the Ontario Government Eng is coming on that day.

27 August 1898 from Pembroke Southern to Collingwood Schreiber

Applies for an inspection of the work done to date.

Maps transferred to 78903/47

3 June 1899 from Russell Chief Engineer Pembroke Southern to Department

two grades submitted which were not accepted. Asks government to accept because branch of the OA&PS upon which there are frequent 1.25 hundred grades and already accepted by the government. The traffic on the branch line is small compared to traffic on the main line. At the two points referred to there are highway crossings at the foot of the grades where already high approaches are built. With a 1.00 per hundred grade it would raise these crossings some 6 feet higher than at present.

6 July 1899 Inspection from Thomas Ridout

I inspected yesterday the first ten miles of the Pembroke Southern. I found that the temporary trestle at station 408 which was 255 ft in length had been completely filled in with solid embankment as required and the work is now completed in accordance with the subsidy contract.

With regard to rolling stock the company now own one locomotive and combined passenger and baggage car and the snowplow & flanger now on the line and that they have an agreement with the Canada Atlantic other rolling as required (sic).

6 August 1898 OIC 1875 is passed.

18 July 1899 from Quebec Bank, P.E. Strickland to Collingwood Schreiber

Understand Mr. Ridout made an official inspection and a favourable report by him. As the subsidy of \$64,000 granted by the Dominion government to the railway has been transferred to this bank I have to request that you will let me know when we may look for a portion of the subsidy. If it is not the intention of the government to pay this kindly advise the reasons.

19 August 1899 from Poulin to Collingwood Schreiber

Kindly send your Inspecting Engineer over the Pembroke Southern early in the week. All grades and temporary trestles have now been filled in and the question of rolling stock will be settled by an agreement to commence on 1 Sept duly fyled in your department. We would like the construction part reported on.

18 September 1898 OIC 2316 is passed

24 September 1898 from P.D.E. Strickland, Quebec Bank to Minister

Please let us know when we may expect a portion of the \$64,000.

5 January 1898 from Russell, Chief Engineer to President of Pembroke Southern

Detailed explanation of location of trestles permanent and temporary etc. method of approach. Suggests petition to government to make changes in location.

16 February 1898 from Quebec Bank to President and Directors

We have completed the arrangements for the advance of a sum sufficient to complete the construction of the line. The bank only awaits formal acknowledgements from the several governments and corporations that have granted bonuses as already expected of you.

3 February 1898 Petition from Pembroke Southern to Department

To enter into a contract with government. Contract for construction with W. Russell, arrangements with Bank of Quebec, Ontario - \$55,000 and Pembroke \$20,000. Contractors have already commenced the work and will have the line completed by 1 Dec 1898.

2 March 1899 OIC 342 is passed.

13 February 1899 to Minister

Owing to very rainy weather last fall and other circumstances over which the company had no control the company will be unable to complete the contract by the time stipulated. Asks for an extension of six months.

Three photos of train on Pembroke Southern GTR 4-4-0 #494

On bridge over Bonnechere River and a trestle 24 August 1899.

26 August 1899 from Ridout to Collingwood Schreiber

Inspection on 24th August. Accompanied by Poulin.

Grades and alignment as far as I could judge without instrumental measurement were in accordance with the approved plans and profiles.

Clearing had been made to the full width.

Fencing line fenced throughout with page wire fencing on cedar posts for 14 miles and the balance with barbed wire.

The public road crossings at rail level had all been completed with surface timber cattle guards and signs.

Embankments The banks had been made to the full width of 15ft and were well formed.

The cuttings 20ft in width

Culverts gives details

Bridges Bonnechere River

4 spans of 45 ½ feet each steel deck girder, on very good concrete abutments and piers on rock foundation.

The deck is 14 feet wide composed of 8"x12" beams set 4" apart. The outer guards are 8"x8" and inner guards are 5"x8" shod with angle iron, notched on to tied, The guards should be extended over the abutments and the inner guards spaced out.

Trestles are as follows:

Station	length ft	
360	850	on 4 degree curve
405	420	tangent
555	375	"
575	420	"
640	330	"
731	140	"
1040+40	135	"
1041+75	75	"

All allowed by Minister order of 27 Sep 1898 attached to subsidy contract, have been constructed of very good white pine and tamarack.

Great detail about the bents - some changes required.

Permanent Way The track is laid with 56lbs. steel rails and plain fish plates. The ties are all of very good quality and size 2640 to the mile - and is fully ballasted throughout and is in excellent condition.

Station buildings

At Golden Lake the station accommodation of the OA&PS is used. At Pembroke a very good passenger house has been erected and also a freight shed 40'x80'. A three stall engine house, turntable and water tank of 15,000 gals capacity which is supplied from the town water works.

Sidings At Golden Lake there is a Y connecting with the OA&PS and siding 2600 ft.

at 3rd mile 800 ft

at 4th mile 500ft at Budds sawmill

at 12th mile 1200

At Pembroke station 2 sidings 450 ft and 600 ft

At Pembroke engine house 2 sidings 400 ft and 800 ft

The above buildings and sidings appear to be sufficient to meet the requirements of the traffic at present.

Rolling stock Mr. Poulin stated that the company owned one locomotive.

One combined passenger and baggage car

One snow plough and flanger

Which are now on the road

And they expect to have an agreement perfected by the 1st September next whereby the Canada Atlantic will undertake to furnish all the rolling stock required and to operate the railway.

I am sir, your obedient servant

Thomas Ridout

Detailed description of the trestles

Subsidy memo.

31 August 1899 Agreement between Pembroke Southern and Canada Atlantic

Between Pembroke Southern, CAR and Russell, Poulin & Co.
Pembroke Southern have constructed and now have under operation a line from Golden Lake to Pembroke and have acquired station grounds and erected a station at Pembroke. Agreement shall come into effect 1 September 1899. CAR will operate, provide rolling stock and motive power, take all earnings, Pembroke will be credited with all local business, pro rata share of traffic. CAR will pay 25% of gross earnings in 1st year, 30% for the 2nd year and 33 1/3% during the 3rd, 4th and 5th year

31 September 1899 OIC 2129 is passed.

29 September 1906 Agreement between Pembroke Southern, Royal Trust and Canada Atlantic.

16 February 1906 Agreement between Canada Atlantic and Pembroke Southern

Application to abandon the Locksley subdivision between Golden Lake (mile 0.0) and National Junction (20.2) was heard at Pembroke on April 24, 1935.

The railway, from Pembroke to Golden Lake was authorized under the name of the Pembroke Southern Railway. The Ottawa, Arnprior and Parry Sound Railway, which was afterwards absorbed by the Canada Atlantic, began operations in 1898 and the Pembroke Southern was constructed to Golden Lake and was there connected to the OA&PS.

The present service on the line is:-

Pssgr #80 SuX	Lv Golden Lake 11:00	Arr Pembroke 11:45
Mixed #259 SuX	Lv Golden Lake 18:50	Arr Pembroke 19:50
Pssgr #90 SuX	Lv Pembroke 14:05	Arr Golden Lake 14:49
Mixed #258 SSuX	Lv Pembroke 18:55	Arr Golden Lake 19:55
Mixed #260 SO	Lv Pembroke 20:30	Arr Golden Lake 21:30

1950 people live adjacent to the line. The population spread was analysed in detail by block. In some cases people would have to travel 23 miles to reach shipping facilities, over roads which, at certain seasons of the year, are almost impassable.

Whatever trucking was carried on was by a private individual hauling his own goods. There are no transportation facilities available to the public in the territory, except the railway.

In spite of the substantial loss shown by the railway (\$11,072 in 1931 (1932?), \$29,732 in 1933 and \$22,091 in 1934) the inconvenience to the public would be of such a serious nature that, for the present, at least, the application was refused.

An order, 52184, was issued on 19 August, 1935 refusing the application.

Application to abandon the operation of the Locksley subdivision between Golden Lake (m. 0.3) and Pembroke (m. 19.5)

Heard at Pembroke on July 22, 1960. Mr Forgie, MP for Renfrew North was present to watch for the interests of his constituents. No person appeared to oppose the application.

Order 102349 was issued on 15 September, 1960 allowing the application.

RG 43 A 1 vol 2 file 738

Pembroke Southern

22 September 1899 from Quebec bank to Schreiber

When can we expect to receive payment of the subsidy (\$64,000) granted to the Pembroke Southern.

11 July 1894 from P. White, Speakers Chambers House of Commons to Minister James Haggart

As the session is rapidly drawing to a close I take the liberty of drawing your attention to the application of the Pembroke Southern Railway for a subsidy for their line either from Pembroke to Douglas or from Pembroke to Renfrew. The CPR forms a connection between Pembroke and Renfrew but the large populations of the townships lying as they do almost wholly to the north of the CPR line - considerable distance therefrom, by the Muskrat Lake are practically without railway communication which would be afforded them if the Pembroke Southern were built to Renfrew whilst on the other hand, if the Douglas line should be adopted the twps of Bromley and Stafford would be afforded railway service.

I do not propose to advocate the adoption of either route but would strongly urge the granting of the usual subsidy of \$3,200 per mile over one or other of those routes as being to the greatest possible advantage to the county which I represent.

RG 30 vol. 12633 file 704

Agreement between Pembroke Southern and Canada Atlantic

The agreement is dated 31 August 1899 and is between
Pembroke Southern (1st part) - Pembroke
Canada Atlantic (2nd part) - Atlantic
Russell Poulin & Company (3rd part)

Pembroke Southern have constructed and have now under operation a line from Pembroke to Golden Lake and have acquired station grounds and erected a station at Pembroke.

Pembroke Southern have requested Atlantic Co to enter into an agreement for the operation of the said line.

Parties of the third part agreed to equip the line with engines and rolling stock, tools, implements and other plant as might be reasonably necessary for the proper and efficient working of freight and passenger business, and also to operate the line for a period of not less than 20 years.

1. Agreement shall come into force on 1 September 1899 for a period of five years.
2. Termination, arbitration of losses.
3. Atlantic to provide rolling stock and motive power and will appoint, provide and pay all necessary station agents, operators, linemen and trackmen.
4. Atlantic shall keep in repair the railway and may, with the consent of Pembroke, expend money in betterments and improvements as may appear reasonable to develop the business.
5. Atlantic shall receive and take all the earnings and will account to Pembroke.
6. Upon all local business upon the line shall the Pembroke be credited with the full amount.
7. Upon all freight and passenger business to and from the town of Pembroke and carried partly over the Atlantic, the Pembroke shall be credited with its pro rata share, the mileage from Pembroke to Golden Lake being fixed at 30 for the purposes of this agreement, and for all freight and passenger business to and from local points between Pembroke and Golden Lake in the same proportion; and the Pembroke shall be credited with terminal allowance of 25 cents per ton upon all freight inward or outward to be deducted from the gross freight earned before making division of the receipts.
8. Atlantic to pay to Pembroke during the first year 25% of the gross earnings; during 2nd year 30%; during the 3rd, 4th and 5th years 33 1/3%. Payment to be made at regular intervals of six months.
9. All expenses to be paid by Atlantic.
10. Monthly statements
11. Indemnification against claims.
12. Parties of the third part consent and agree to the terms and conditions.

RG 30 vol. 12633 file 705

**Agreement between Russell, Poulin & Co. , Canada Atlantic and Pembroke
Southern
2 September 1899**

Russell Poulin & Co 1st part
Canada Atlantic (2nd part) - Atlantic
Pembroke Southern (3rd part) - Pembroke

Agreement entered into 31 August 1899

Certain works are required to put the line into proper condition

On 30 August 1899 an inspection of the railway was made by George A. Mountain, Chief Engineer of the Atlantic and he reported on the works hereinafter set forth would be necessary to put the line in proper condition for operation.

Since 30 August 1899 certain portions of the work have been completed by the first part.

Atlantic shall do the balance of the work at the sole expense of the first part. First part and Pembroke have agreed to deliver to Atlantic all plant and materials now upon the line except Contractors plant employed in the construction of the railway. By certain other agreement the Atlantic agreed to supply rolling stock and there is now due \$7,878.27.

1. Pembroke and first part agree to pay to Atlantic whatever amount it may cost Atlantic to execute the remainder of the works necessary to put the line in proper condition.

Eleven road crossings to be renewed or enlarged

Fifteen farm crossings to be put in with the exception of gates for the same.

3083 cubic yards of train filling to be furnished to widen the dumps.

1777 cubic yards of ballast to be furnished

Bolting for trestles not exceeding \$200.

Braces for curves not exceeding \$250.

Two flag stations similar in style to those at present in use upon the main line of the Atlantic.

Station at Golden Lake to be moved to Golden Lake Junction

Terminal grounds at Pembroke to be enlarged to suit the requirements of the Atlantic.

Additional land at the ballast pit to be acquired.

George Mountain shall be the sole judge of the amount of additional land required and of the quality of all work to be done.

2. The amount due shall bear interest at 6%
3. Pembroke agrees that Atlantic may retain the cost of completion of such works out of the first monies due.
4. First part and Pembroke agree to deliver to Atlantic three sets of section men's tools (including all ordinary tools, three hand-cars and two small lorries); one ballast plough and cable and all other material on the line except contractors' plant employed in the construction of the line.
5. First part and Pembroke agree to acquire any additional land that may be required at Golden Lake Junction. Mountain will be the sole judge as to whether any land is required.
6. First part acknowledges \$7,878.27 is due Atlantic for the supply of rolling stock. Promises to pay etc.
7. To be ratified by at least two thirds of the Pembroke shareholders

RG 43 vol. 623 file 19892

Pembroke Iron Works connection.

12 October 1918 From Jas. F. Munro, President, Pembroke Iron Works to Graham Bell DM of Department

Our plant is now situated on the GTR within about a half a mile of your Pembroke depot on the Canadian Northern, and a branch or spur could be brought down from your line to

our shop and there intersected with the GTR. This would not only make it available for you to make arrangements for your passenger train to come in to the Grand trunk station in the centre of the town but would give you the opportunity of sharing in the carload freight from Pembroke and for the next year the out-and-in-freight from our plant alone would be a big item to your line.

I am of the opinion that this connection can be made for about \$20,000 to \$23,000.

22 October 1918 Plan of proposed connection from the CNOR to the Pembroke Iron Works.

This seems to follow the connection which was ultimately built a couple of years later.

RG 30 vol. 1349 Pembroke Southern Minute Book.

July 10, 1893 to August 13, 1929.

1 March 1894 Meeting of promoters.

Proposed route to Renfrew.

Committee formed to visit Minister of Railways and Canals and Speaker.

19 March 1894

Committee to go to Toronto.

1 June 1895

Will apply to have the act of incorporation amended to enable the co. to run to and connect with the OA&PS at or in the vicinity of Golden Lake.

5 May 1896

Engages J.L. Morris to make a preliminary survey of the line from Golden Lake to within two or three miles of Pembroke. His time to be charged at \$6 per day.

27 January 1897

Committee formed to go to Pembroke Town Council for a bonus - to have the power to accept any proposition that may be made provided the amount is not less than \$20,000.

29 June 1897

Formed a committee to wait on J.R. Booth to see what engineer he would recommend to locate the line and to obtain any other information from him as to construction and to interview some banks.

5 July and 9 July 1897

Limited the size of stock holdings. Fortin wanted to hold 49 to 50,000 dollars of Pembroke Southern stock. Not allowed. Would be able to control. Even \$10,000 or less amounts will be subject to approval of the directors.

14 July 1897

\$78,000 subscribed to date - approved.

Formed a committee to wait on J.R. Booth re. Engineer to locate the line and to find out on what terms he will operate the road.

27 July 1897

Had seen Mr. Mountain C.E. who had agreed to go over the proposed route and recommend an engineer to locate the line.

Had gone to Ottawa and interviewed officials of the Bank of Ottawa.

2 August 1897

Mountain recommended Mr. Russell C.E. to locate the line. Offers to do so and act as an engineer for the line during construction for \$125 per month. Agreed.

17 August 1897 General meeting of shareholders.

780 shares issued - shows a list of shareholders. 10% paid up. 1000 shares allotted to promoters fully paid up. Total 1780 shares.

Directors elected.

17 August 1897 Meeting of Directors

Alexander Millar elected Chairman and J.G. Forgie to be Secretary.

23 August 1897

Thomas Hale elected President, Thomas Murray, Vice President.

J.A. Thibodeau Secretary, C. Chapman Treasurer, Forgie Solicitor

Committee to go over the line proposed and ascertain the cost of the right of way.

4 October 1897

Plan and profile approved. Cost of 17 ½ miles an average of \$9. per acre or \$100 per mile.

11 October 1897

Special committee had gone to J.R. Booth who would make an offer within a few days. A report of the two ways into town was laid on the table for inspection. Offer from James Foader(?) to build the road and run it for one year.

4 November 1897

Mr. Baskin of Wourroad(?) signified intention to tender for construction, also letter from Gibson of Toronto and T.D. Carrall of South Finch.

Accepted resignation of Hale as President.

10 November 1897

Tenders opened for the construction of the road.

Guthrie, Chalk River - hard rock for \$1.50 cu. yd. Loose ? \$1.25.

J.M. Russell lump sum \$235,000

Jas Father(?)

J.A. McMahan \$1,500 per mile.

16 November 1897

J.M. Russell proposition accepted subject to approval of shareholders. Line to be built to with the necessary security to operate the road as a competing line with the CPR for 25 years. Pembroke station house to be placed at a point between Victoria St. and Henry Street. It was contemplated that Russell would run the road for 25 years.

17 November 1897

Reply from Russell was couched in vague terms and practically refused to comply with the terms asked of him both for the station terminal and competing guarantee.

29 November 1897

Received additional tenders.

M.J. O'Brien, Pembroke Construction and Foulmer(?)

Foulmer to be accepted provided he can comply with terms.

2 December 1897

J.W. Russell offering to give 50,000 in bonds of Pembroke Southern as guarantee that it would be operated as a competing road to the CPR for 25 years. Foulmer asked for ten days to provide security.

13 December 1897

Accepted William Russell proposition.

6 January 1898

Dissention among directors - some felt that other tenders should be looked at.

10 January 1898

Special General Meeting approved contract with Russell.

9 August 1898 Annual General Meeting

Report of the directors.

Hale disposed of his shares and resigned. Thomas Murray appointed President.

Waited several times on J.R. Booth but no satisfactory arrangement could be made with him. Accepted a tender of W. Russell & Co. for the construction of the line and operating for 20 years. Contractors have rushed the work in a most satisfactory manner and without doubt, by the end of September, the line from Pembroke to Golden Lake will be in operation.

Many meetings regarding mortgage bonds.

8 August 1899 Annual General Meeting

Regular trains are now running continuously.

2 September 1899 Special Meeting of Directors
To approve the agreement entered into with the CAR dated 31 August 1899.

16 January 1906
Meeting to consider the offer submitted by the GTR.

Rest seems to be mere formality.

RG 30 vol. 1350
Pembroke Southern Minute Book.

September 23, 1929 to September 5, 1941
Formality.

RG 30 vol. 1351
Pembroke Southern Minute Book.

1923 to 1929 Formality

Pembroke Observer December 30, 1898

P.S.R. Timetable issued

Fast trip to Golden Lake on Christmas

The Handsome New Station - Fine New Engine - Opening Monday.

A visit to the Pembroke Southern Station on Tuesday showed the building to be receiving the finishing touches under the skilled hands of Messrs. William Spalding & Sons and their men prior to the advent of the painters. The interior, like the exterior, is extremely neat, showing beautiful design in paneling and an entirely nice effect generally. There are four apartments in the new building - office, waiting room etc.

Then, following a walk out to the roundhouse, between an quarter and a half a mile distant, and along the track were gangs of men busy putting it in fine order. The tank is situated along the track some distance back from the station and looks very neat in its fresh colouring. The roundhouse is situated almost due south of the cathedral and is quite an extensive affair. At it was the new engine, no. 16, which arrived here on Christmas Day. It is a magnificent engine, polished so bright that many parts reflect like a mirror. In charge were Conductor P. Sullivan, Driver John Findlay and Fireman Dan Smith. The new engine runs at the rate of over 60 miles an hour. The old engine, no. 494, was run out to Golden Lake on Christmas Day and the new engine brought in to take its place. A small party was taken out in a box car, and had the pleasure of being drawn back by the new engine. On this occasion, driver Findlay was absent in Ottawa, and Fireman D. Smith handled the throttle with Eddie Sweeney firing. The new engine ran out to Golden Lake in twenty-eight minutes. The distance from Pembroke is twenty-two and a half miles and the P.S.R. track joins the Ottawa, Arnprior and Parry Sound track about half a mile from the village.

Mr. W.D. Cunneyworth of Owen Sound, the agent who is to take charge, is expected to arrive in Pembroke today.

There has been bustling and busting around the station here all week and the road will be opened for passenger and freight traffic Monday next, with everything in the best of order. The announcement printed in last observer (missing in microform) about the proposed Toronto, Lindsay and Pembroke Railway Company, has created great interest in this section. Already people have visions of a trough line to Toronto, which will shorten the distance nearly one hundred miles.

The public will hear all about the opening of the P.S.R. in the next Observer (missing in microform).

Beginning on Monday, the trains on the Pembroke Southern will run as follows:-

LEAVE PEMBROKE	ARRIVE IN OTTAWA
7.00 a.m.	10.40 a.m.
2.00 p.m.	5.50 p.m.
LEAVE OTTAWA	ARRIVE PEMBROKE
8.30 a.m.	12.10 noon
4.25 p.m.	8.10 p.m.

Freight leaving Montreal early in the morning will reach Pembroke the same evening. In next Observer a full timetable will be given. In the meantime, the public will please, govern themselves by the above timetable.

Hi Colin,

As you seem to be pretty interested in the PS these days, I've copied their bit from Poor's Manual of the Railroads for 1900. It is quite interesting as it lists two locomotives leased, as well as a passenger car and a baggage car. Unfortunately, it doesn't say from whom they're leased.

However, one thing is for sure: the combine in your train looks a lot like the combine in one of the pictures I sent you. So, it seems that this combine was kept, even if the locomotives weren't. It also doesn't look like any of the other CA combines for which I have pictures. So, could it be another GTR car? I'd like to find out what #16 looked like, as the locomotive in the shot of the train that I sent you looks like CA 606, but may not have been.

I've also started to transcribe my notes from the PS board minutes to my webpage. It'll likely take a couple of days, and I'll let you know when it's up.

Cheers,
Rene'

Poor's Manual of Railroads, 1900

Pembroke Southern

Pembroke to Golden Lake, Ont. 20.50 mi; total track (steel, 20.50 mi, 56 lbs), 20.50 mi. Gauge 4 ft. 8 1/2 in. Incorp. in 1897; road opened in 1898. The grant of a subsidy to this company was authorized for 20 mi at \$3,200 per mile, with an addition of 50 p.c. on the average cost in excess of \$15,000 a mile, the whole limited to \$6,400 a mile. Locomotives, 2. Cars-passenger, 1; baggage, etc. 1; freight {cattle and box, 12; flat, 23}, 34; total cars, 37. All the equipment is leased.

Operations, year ending June 30, 1899 - Trains run {passenger, 3,276; freight, 1,200; mixed, 3,587}, 8,063 miles. Passengers carried, 2,295. Tons freight moved, 3,978. Earnings {passenger, \$1,117; freight, \$2,169; other, \$35}, \$3,321. Operating expenses, \$8,290. Net earnings, \$4,969.

Financial Statement, June 30, 1899 - Capital stock {\$250,000 auth.; \$178,000 subscribed}, \$107,800; Dominion government bonus, \$64,000; Ontario government bonus paid up, \$55,500; municipal bonus paid up, \$20,000 - total capital subscribed, \$317,500; paid up, \$183,300. Cost of road and equipment, \$264,500.