

**Point Fortune Subdivision
RG 12 vol 1881 file 3268-74**

**This is the M&O subsidy file but it also contains the following inspection report.
5 September 1892 from Thomas Ridout**

Inspection 30 August 1892.

This portion has been constructed as far as I was able to judge without instrumental measurement in accordance with plans and profiles approved by O/C 9 Sept 1891 - the sharpest curve shown being 2 degrees and steepest grade 48ft per mile.

The width of the right of way acquired is 80ft and passes through an old settled and for the most part cleared country - there are however some trees left standing outside of the fences and within the 50ft clearing limit. The fencing has been completed throughout and consists of 5 strands of barbed wire on cedar posts at 12 ft centres.

There are three public crossings at rail level all having iron surface cattle guards and sign boards.

The grading has been completed and is well done, the banks being 15ft wide and cuttings 20ft.

Culverts sets out in detail

The above culverts are well and substantially built and of ample strength.

Bridges 16 ½ mile over the River a la Graise near Rigaud consists of five spans of 64½ft deck steel plate girders on very good cement masonry abutments and piers. The girders were made by Dominion Bridge - plans are now with Marcus Smith for examination. The girders are 8ft apart centre to centre and the deck consists of 8"x12" ties 14ft long and 6" apart - having 8"x8" guard timbers at ends of ties, bolted to every 4th tie as required but Mr. Kirkpatrick, the CPR Engineer stated that they would have them put on and shod with angle iron. There 64½ ft deck girders are exactly the same as those at the Raquette River between Vaudreuil and Rigaud previously reported on.

Permanent way The track is laid with 56 lbs. steel rails having 24" L bar fastenings. Ties are principally cedar with some hemlock 2600 to the mile. The line has been ballasted throughout with 14 inches of ballast giving 8 inches under the ties and well boxed and the track is in very good condition.

Stations There are no buildings on this 7 miles north of Rigaud, 16 miles, at which place there are very good separate passenger and freight houses and frost free water tank. I was informed that the CPR who are operating this railway will erect the station building at Point Fortune, 23 miles, themselves and will also put in a Y at this place.

End of this part of the file.

**RG 46 vol. 1534, file 8548
Accident at m. 4**

Report by Inspector Lalonde.

Extra passenger train 812 derailed at m. 4 on 2 Sep 1908. Engine 812, baggage car 1913 and passenger coaches 135 and 136 derailed at 15:30 4 miles west of Rigaud at 30 mph. and destroyed approx. 400' of roadbed. It was caused by the tender leading wheel of the

leading tender truck breaking down. The flange broke. Results were not serious. There were about 75 passengers of which 38 girl students going to the convent at St. Andrews. All escaped injury except Mrs. Ross of between Hudson Heights and Como who had a strained ankle. A 56 lb. rail entered the underflooring of the baggage car and came out the side sill and pulled with it three other rails joined and remained intact forming a complete arch about 15' high over the track; and when these rails were pulled out by the steam crane they formed three quarter circle.

**Application by CPR, exercising the franchise of the Montreal and Ottawa Railway,
to abandon the Point Fortune subdivision between Mando (mile 0) and Point
Fortune (mile 6.81)**

**File 39309.20
Judgement 31 July 1941,
Order no. 61044, 2 August 1941**

This line was originally intended to be a portion of the main line of the Vaudreuil and Prescott Railway between Vaudreuil and Ottawa.. Construction of the M&O Railway was:

- 1890 - Vaudreuil to Rigaud, 16.45 miles, opened October 4, 1890.
- 1892 - Rigaud to Point Fortune, 6.8 miles, opened September, 1892.
- 1896 - Rigaud to Alfred, 31.64 miles, opened December 2, 1896.
- 1897 - Alfred to Plantagenet, 2.75 miles.
- 1898 - Plantagenet to Canada Atlantic Junction, Ottawa, 35.97 miles.

5.56 miles laid with 85 lb relay rail and 1.25 miles laid with 80 lb relay rail both in fair condition. No bridges, 34 culverts are in fair to poor condition. Last ballasted with gravel in 1921.

Dairy farms, bee farm, mink farm. Point Fortune has a population of 305 and 17 places of business.

Mando Junction is 0.3 miles west of Rigaud. Trains stop at Charette, m. 4.2 and McLaughlins, m. 4.9 where a station platform and milk loading platform have been provided but no station building or trackage facilities. & milk shippers from Point Fortune, 4 from McLaughlin Platform and 7 from Charette Platform daily. Average two passengers per day.

The abandonment was allowed.