

Prescott

Files seen:

Privy Council Railway Committee 28 January 1869; February 1872; February 1873; 25 April 1881; 4 February 1901.

RG 12 vol. 1952 file 3506-8 St. Lawrence and Ottawa Charter

RG 12 vol. 1957 file 3508-10 Lease of St. Lawrence & Ottawa by Canadian Pacific

RG 46M 2000012788 Acc. No. 77803/23 D 1097 F 24 28 Jan 1901 CPR Plan showing tracks entering station yard – Ottawa Union Station

RG 43 vol. 212 file 761 CPR Additional lands required at Union Depot, Ottawa

RG 46 Acc 1992-93/066 Box 17 file 15499.5 Interlocker at Bedell,

Transport Canada File ASRE 3550-8-2-90 Interlocker at Bedell

RG 12 vol. 2497 file 3654-41 Agreement re yard and trackage facilities at Prescott

RG 12 vol. 2979 file 7514-36-4 Property Buildings, Prescott Railway Sidings.

RG 46 vol. 682 letter 887 Traffic return for week ending 10 April 1875 Details not taken.

RG 46 vol. 686 file 2271 opening of Chaudiere Branch to passenger traffic

RG 46 vol. 688 letter 2773 8 December 1883 from Canadian Pacific Railway superintendent

RG 46 vol. 1546 file 9909 trains service between Ottawa and Prescott.

RG 43 vol. 2784 file 142-143-144

RG 46 vol. 1409 file 7214.174 authority to remove shelter at Sabourin

RG 46 vol. 1409 file 7214.177 station at Spencerville.

RG 46 vol. 1612 file 5999 Richmond Road viaduct. RG 43 vol. 1516 file 9

RG 46 vol. 1416 file 11122 station at Brays

Carleton Saga page 228

RG 46 vol. 1420 file 17795 Shelter at Gloucester.

RG 46 vol. 1417 file 15958.26 Handling of stock cars for the Experimental Farm.

Privy Council Railway Committee 28 January 1869

Approves by laws of St. Lawrence and Ottawa Railway – includes rule book and tariffs.

Privy Council Railway Committee February 1872

Letter from Thomas Reynolds, Managing Director of the St. Lawrence and Ottawa Railway that said railway would be ready for inspection on 4 December 1871 and opened to traffic on 23 December 1871. Inspecting Engineer Monro's report on his examination of the said Branch Railway recommending that further examination be made next spring when the work is fully completed and that a bridge be constructed for the purpose of carrying the traffic of the Richmond Road over the railway instead of its crossing the Branch as at present on the level.

Privy Council Railway Committee February 1873

Approves passenger tariff of St. Lawrence and Ottawa Railway. Shows fares from Prescott, Spencerville, Oxford, Kemptville, Osgoode, Manotick, Gloucester, Chaudiere Junction and Ottawa.

Privy Council Railway Committee 25 April 1881

Application of the St.L&O for approval of the mode of crossing and intersection by the StL&O of the Canada Central Railway tracks near the CCR terminus at Ottawa.

The proposed crossing was about a quarter of a mile from the CCR station the land being dead level without cuttings or other obstacles in the way of a crossing. CCR had no objection except that they disputed their legal right to make such an application until certain preliminary action had been taken in obtaining the permission of the QMO&O authorities to cross their bridge over the Ottawa River.

CCR said the StL&O's object in making this crossing was to reach the QMO&O bridge over the Ottawa River and to construct with that road. CCR did not desire the entrance to their station grounds to be obstructed as would be done by the making of this crossing. The crossing should not be allowed until it is plain there is sufficient object to be gained. There should be an agreement with the QMO&O on the use of the bridge.

QMO&O engineer said that the QMO&O objected to the crossing at the point indicated and no arrangements had been made with the StL&O for passing over the bridge.

The meeting was adjourned to give the StL&O an opportunity to enter into the requisite arrangements with the other railways concerned.

Plan attached dated 20 April 1881. This shows the main track of the QMO&O coming off the bridge and joining the Canada Central. Maybe the QMO&O used the CCR three road engine shed – this was after the change of gauge to standard.

The committee met on 17 May 1881 at which time a further adjournment was requested by the parties to give the two railways (StL&O) and CCR) further time for endeavouring to arrive at an amicable arrangement.

Privy Council Railway Committee 4 February 1901(?)

Richmond Road Viaduct

RG 43 vol. 1516 file 9

The following report (14 February 1901) was prepared by E.W. Johnson, Inspector and presented by Collingwood Schreiber:

Tracks crossing the highway.

Track no 1 is the CAR Chaudiere branch. This is used chiefly for hauling lumber . This crossing is protected by a flagman on duty day and night during six months of the year and day only during the winter months as no trains are run at night during the winter.

500 feet west of this are two tracks (nos 2 & 3) of the CPR about 60 feet apart. No. 2 is the St. Lawrence and Ottawa Rly. No 3 is a connecting line to allow trains from the east to run out to the St. Lawrence and Ottawa track and back into the station.

About 250 feet west of track no. 3 is the track recently laid by the CPR (track 4) intended as part of the proposed route through the City, to the Central Station, now used by trains from the west as a wye to connect with the St. L&O track for the purpose of backing into the Union Station.

The protection appliances now in use in connection with the three CPR tracks consist of two pairs (one set) of gates, one pair immediately east of track 3 and one pair on the west side of track 4.

As to an overhead crossing, this would only be rendered practicable by grouping the four tracks within a length of highway of about 100 feet in the immediate vicinity of the St. L&O track (no. 2) which is at about the lowest elevation of the street. This would undoubtedly result in great inconvenience to the railways as its effect upon the CAR would be to carry that railway through the CPR yard and to a crossing of the highway about 6 feet below the level of the present crossing. The grade of the CAR between Richmond Road and Somerset Street crossing is now about 0.60 % and the change of location would increase this grade to about 1.75 % which would necessitate a material reduction in the weight of trains passing over this branch.

In the case of the CPR their new track (no. 4) would require to be diverted eastward to pass in front of and close to the engine house on a curve of probably 12° or 13° or a radius of say 450 feet in place of the easy curvature of their present line. This location would also be likely to interfere with any extension of the engine house.

While I do not consider that an overhead crossing is at present a serious necessity, I am of the opinion that the present protection is entirely insufficient. There are no gates at the CAR. There are only two pairs of gates for the three CPR crossings and these are three hundred feet apart. It is quite a common occurrence for teams to be shut in between these gates when trains are crossing, thus leaving them without protection.

I beg to suggest that the CAR be required to place gates at their crossing, that the CPR be required to place two more pairs of gates at points indicated in red on the sketch herewith, making two sets and I would also suggest the desirability of these gates being so interlocked that the two sets cannot be closed at the same time.

If these improvements are made, in my opinion the protection of the public will be amply sufficient to ensure the protection of the public.

Supplementary report: (6 March 1901)

The CPR has in the past been in the habit of doing a major part of its shunting across this street and this constituted the chief source of danger to the street traffic. The company has recently reorganized its yard in such a manner as to permit of all shunting being done within the yard limits, thus this phase of the difficulty has been almost and probably in the near future, will be entirely eliminated, and the use of the crossings by trains will be reduced from 50% to 75%.

If the extra gates were put in, and interlocked, as suggested in my report, the crossing would be fairly safe. Teams would not be liable to be trapped between the tracks as heretofore, and interference with street traffic would be materially reduced.

City of Ottawa - Hintonburg will be build up and the traffic over the crossings will increase. Land for the viaduct is currently available and the disruption will be low. It would be possible to construct a viaduct that would accommodate nine tracks.

Is the CAR used for other purposes than to haul lumber to the yard?

Yes - they sometimes bring passengers in, they have a small station here.

CPR there is no fear of these shunting operations returning because we are now operating our new yard and the shunting operations that were carried on crossing the highway. Committee can make an order restricting the shunting over the highway.

CAR - the Prescott branch passes under our tracks at Preston Street and we are therefore necessarily some 15 or 18 feet above the level of Richmond Road. We have to ascend that from the Richmond Road to Isabella Street and the grade is steep.

This is the main line of the Canada Atlantic to Britannia Station. It was in existence before 1897.

During four days last week 304 locomotives crossed the street. (CPR and CAR). And then the new line when constructed will have all the fast trains from Toronto.

This district has been all burnt over and there is now scarcely any houses on that line except the flour mill and I understand the viaduct can be constructed that access to the flour mill will be obtained so there is practically no damage.

The order will be made accordingly (presumably to order gates)

RG 12 vol. 1952 file 3506-8
St. Lawrence and Ottawa Charter
10 May 1871 Petition from St.L&O

Have constructed and are now working a portion of the extension of their line from a point on the said railway known as Smith's Crossing to the River Ottawa near the Chaudiere Falls.

Find that the rapidly increasing ? of the provinces of Quebec and Ontario in the Ottawa Country and to the north west require that additional facilities of transport and traffic. Petition that the Act be amended to authorize a further extension of their railway or deviation from the present extension to any point of the same respectively to a point at or near Portage du Fort and thence to the town of Pembroke with power of further extension to Sault Ste. Marie. Also power to erect docks, slips and piers in the River St. Lawrence at or near the services of their railway in Prescott with all necessary powers for improving the passage of the company across the said river, with power to connect the work with any point on the main line of the railway or by means of a branch line or lines.

2 August 1899 from CPR to Department

Transmits plan, profile and book of reference of the connection between the main line of the St. Lawrence and Ottawa Railway and our Sussex Street branch (sic).

13 September 1899 from CPR to Department

Refers to letter of 2 August of the connection between the main line and the St. Lawrence and Ottawa Railway and Sussex Street Branch. It has been decided to change the location of the proposed branch and asks that the plans be returned.

RG 12 vol. 1957 file 3508-10

Lease of St. Lawrence & Ottawa by Canadian Pacific

29 June 1885 from CPR Drinkwater, Secretary to A.P Bradley, Secretart Dept Railways & Canals.

I enclose statement of sum of \$224,155.49 advanced by this company on account of the St. Lawrence & Ottawa Railway.

STATEMENT OF ADVANCES ON ACCOUNT OF St. LAWRENCE & OTTAWA RY.

Amount as shown in statement of expenditure to Dec. 31st 1883, submitted Feb.4 1884
\$69,900.00

Amount paid on account of floating debt previous to lease, including int. on Mortgage Bonds
\$143,512.54

Balance of ticket and mileage accounts
\$253.53

Balance of Supplies & Labor, rebuilding of bridges, and on freight traffic
\$13,489.42

\$227,155.49

End of file

RG 46M 2000012788 Acc. No. 77803/23 D 1097 F 24

28 Jan 1901 CPR Plan showing tracks entering station yard – Ottawa Union Station
Shows Ottawa West roundhouse with 20 stalls and one outside on each side. Track from Prescott sub runs right through to M&O crossing both tracks entering the roundhouse.
This does not show the lines in the station area.

RG 43 vol. 212 file 761

CPR Additional lands required at Union Depot, Ottawa

28 Mar 1901 Letter from CPR to Blair, Minister of Railways.

Two plans, dated 21 Mar 1901. by CPR Pembroke in the matter of an application by the CPR for a certificate authorizing the taking of additional land.

Affidavit

Book of Reference showing lands taken for right of way.

The application is for additional land required for more ample space for the traffic in the City of Ottawa. Property is owned by the City of Ottawa and is fully described. Parcels one, three and four are situated on either side of the water works aqueduct and are required to support a stone arch which carries the railway over the aqueduct and for the approaches to same. Parcel two is the space over the water occupied by the arch.

End of file.

RG 46 Acc 1992-92/066 Box 17 file 15499.5

**Interlocker at Bedell,
Mile 103.2 Winchester sub
Mile 30.6 Prescott sub**

29 Sep 1886 Letter from O&Q (CPR letterhead crossed through) to Secretary of the Railway Committee.

Submits for approval a plan showing the manner in which this Company proposes to intersect with its rails the rails of the Saint Lawrence and Ottawa Railway in Oxford twp. The plan is dated 17 Sep 1886 and shows Kemptville Junction. The two lines cross at an angle of 77 degrees 56 minutes and there are connections in the north west and south west quadrants. A signal is located at the diamond and there are signals on each line 1500' out in each direction from the diamond.

16 Jan 1912. Letter from BRC to CPR

CPR required to file within 30 days:

- (1) Blueprint plan of the crossing showing the protection now provided and the manner of operation, if watchmen are located show the hours if duty;
- (2) Name of the junior line;
- (3) Copies of any agreements;
- (4) Statement showing average number of movements etc.;
- (5) Show cause why your Company should not be required to install interlocking signal and derailing devices.

11 Apr 1912 Letter from CPR to BRC

Attaches blueprint dated 8 Feb 1912 - see below.

Average daily train movements over the crossing is 35.

In view of the fact that these lines are both owned and operated by the same company it is submitted that no further protection is necessary.

Blueprint plan 8 Feb 1912 Kempton

This shows the diamond which has now been double tracked on the Winchester sub.

There is a yard on the west side and the connection in the north west quadrant now joins the north main track which the south west quadrant joins a siding south of the south main track. There is a siding in the south west quadrant. The station is in the north east quadrant with a 40,000 gal water tank on masonry foundations on the north side to the east of the station.

"Protection is provided by two non-interlocked distant (stop) signals located on Prescott Branch about 1,500' north and south of crossing and by a home sema at crossing equipped with two signals governing movements on both branch and main lines and so arranged that only one line can be cleared at the same time. Signals operated day and night by station staff."

The distant on the Prescott was 1485.5' north of the diamond and operated by double wires which ran along the east side from the diamond and crossed the track at the switch to the north west curve.

The distant on the Prescott was 1508' south of the diamond and was operated by a single wire which ran along the east side.

The Winchester distant was 2238' to the east of the diamond and was operated by a single wire along the north side.

No semaphore or wire is shown from west.

13 Feb 1919 Letter from CPR to BRC

Attaches copy of blueprints showing proposed installation of interlocking plant at Kempton, m. 103.08 Winchester sub. Kindly submit to the Board and return two certified copies when approved.

The plan shows a 40 lever machine with 34 working levers and 6 spare. The tower is 18' x 29' 2" and is located in the south west quadrant.

Approach and route locking

Annunciator bells

Switches and derails operated by cranks and bolted by their respective traffic levers.

4 distant signals 0 levers

8 home signals 8 levers

9 call on/dwarf signals 9 levers

4 switches 3 levers

2 switch and Hayes derails 2 levers

2 Hayes derails 1 levers

5 derail points 5 levers
6 traffic levers 6 levers

working levers 34 levers
spare spaces 6 levers
(19,20,21,27,28,29)

24 Feb 1919 Order 28117 approves the plan.

10 Jun 1919 Memorandum from A.A. Belanger, Assistant Engineer to G.A. Mountain, Chief Engineer of BRC.

On 9 June I inspected the interlocking plant recently installed at the crossing of the CPR main line and the CPR branch line, Ottawa to Prescott at Bedell. Plant has been installed and is completed in accordance with plan X-2-244-3. Recommends that the CPR be authorized to operate its trains over the crossing without first bringing them to a stop, under section 229 of the Railway Act.

12 Jun 1919 Order 28430 authorizes CPR to operate its trains through the crossing at Kempton without their first being brought to a stop.

1 Feb 1932 Letter from CPR to BRC

Encloses prints of plan X-2-244/4 of 30 Dec 1931 showing proposed removal of derails.

9 Feb 1932 Letter from BRC to CPR

I am directed to ask for the details of saving in operating costs in the derails were removed.

23 Feb 1932 Memo from G. Spencer, Chief Operating Officer to Secretary of BRC
Inspected the plant at Bedell on 17 Feb. Plant is efficient and well maintained.

A southbound passenger train stopped with the engine and baggage car on the crossing and the northbound way freight came in and after switching and getting its train together stopped on the crossing to allow a small quantity of way freight to be unloaded into the freight shed which is just north of the crossing. Both these operations would be exposed to a train on the main line which might fail to stop at the home signals respectively east and west of the crossing, the stopping point for which at the present time is just short of the derails presently located in the tracks; and under the proposal it would be the home signals 50' to 60' east and west respectively of the derails in the track.

The derail in the Prescott line south of the crossing is 166' away from the crossing, placed there in order to shorten up the distance that passengers transferring to or from the main line trains are required to walk, as against the standard location of 500' usually provided. The location of this particular derail was agreed upon when the plant was interlocked some years ago, when the train on which I travelled to Bedell, after it had detrained its passengers, when the stop was first made, as described above, moved south until its rear

end cleared the derail, otherwise the route could not have been given to the westbound fast mail, with which connection was made, and is made every day.

The savings would be only in the wages of two trackmen now employed when necessary only to keep the derails clear of snow. These are additional men called out when snow conditions make it necessary. One works from 4.00 pm. to midnight and the other from midnight to 8.00 am., during the balance of the day the regular section crew include the clearing of the derails in their day's work. There would be some saving in the maintenance of the derails and the interlocking connections by which they are operated but this would probably hard to determine.

I am against the removal of derails . Should the decision be to approve the company's application, I would suggest that the south distant signal on the Prescott line be made operative instead of fixed as at present and the home signal south of the crossing be put out to a distance of 500' from the crossing of the eastbound main line.

11 Mar 1932 Letter from CPR to BRC

In response to letter of 22 Feb. It is impossible to give the actual amount saved in any one winter if derails were removed. Cost of snow and ice handling at interlockers attributable to the existence of derails is not kept separate. There is a wide variation from winter to winter.

There is also substantial amount of work on account of guard rails involved our snow plow points must be raised some distance away from the derail point to permit of ample time for clearance and cannot be dropped again until the snow plow has passed over the diamond crossing and cleared the derail on the far side of the crossing, and all the clearing of snow and ice which is for this reason omitted by the snow plow has to be done by hand at substantial expense.

17 Mar 1932 Order 48344 is issued which denies permission to remove the derails.

25 Oct 1937 letter from CPR to BRC

In 1932 we applied to remove the derails at Bedell. At that time we were unable to say just what saving we would effect by the removal of the derails. Since that time we have kept a record and it has been found that three additional sectionmen are required during four months of each year at a monthly rate of \$85.00 each which amounts to \$1,020 per year for labour to remove snow from the derails and pick ice and snow from between the main line rails from the derails to the diamond, which cannot be removed with flanger or snow plow on account of the guard rails.

In order to effect the above mentioned saving and also to eliminate the hazard created by the derails I beg to renew our application for permission to remove the derails at this point as shown on plan X-2-244/5 (dated 13 Aug 1937).

The plan shows:

3 approach signals - automatic
1 approach signal - inoperative
8 home signals - 8 levers
10 dwarf signals - 10 levers
5 switches - 5 levers
1 switch and derail 1 lever
2 Hayes derails - 1 lever
6 facing point locks - 5 levers

Working levers - 30
Spare levers - 6
Spare spaces - 4

40 lever machine.

1 Nov 1937 Memorandum from Chief Operating Officer to Secretary, BRC.

No additional hazard would be presented if the derails were removed. On the Prescott sub. the north bound distant signal is inoperative and recommends that application be granted with the proviso that the speed of trains over the diamond on the Prescott sub. be limited to 20 mph.

4 Nov 1937 Order 55157 is issued which authorizes CPR to remove the derails at the interlocking at Bedell provided that the speed of trains operated over the diamond on the Prescott sub. be limited to a rate not exceeding 20 mph.

30 Nov 1937 Letter from CPR to BRC

The work of removing the derails at the above interlocker was completed on 23 Nov 1937.

16 Jul 1941 Letter from CPR to BTC

requests authority to operate on the Winchester sub. over the crossing at 50 mph for passenger trains and 35 mph for freight and mixed trains as provided for in General Order No. 603 dated 20 Mar 1941.

30 Jul 1941 Memorandum from Signal Engineer, D.M. Neill to Mr. Kilburn, Chief Engineer.

The interlocker involved is a full electro mechanical plant with electrical home and distant signals with track circuits and detector locking on the Winchester sub. and electrical home and distant signals with track circuits and detector locking on the Prescott subdivision in one direction and electrical home and fixed distant signals in the other direction without track circuits.

With a spacing of 8,900 feet and 3,170 feet for the distant signals on the Winchester sub. together with track circuit and detector locking , I see no reason why it will not be safe to operate passenger trains from a signalling point over this interlocker on the Winchester sub. at 50 mph with safety as, with the above distances, there is ample time for a train

travelling at 50 mph when passing a distant signal to stop before reaching its respective home signal.

30 Jul 1941 Memorandum from Chief Engineer Kilburn to Director of Operation

I expressed the view with the RAC application that it would be safe to abandon the speed restriction where the interlocker met the following conditions:

- 1 - track circuits throughout the limits of the interlocking plant;
- 2- approach or time locking with automatic or manual releases;
- 3- approach and home signals spaced at least stopping distance apart, this distance to be governed by the speed applicable on the subdivision involved.

This application meets these conditions. Asks to join him in a joint recommendation. This was done the same day.

2 Aug 1941 Order 61058 is issued authorizing CPR to operate its passenger trains over the Winchester sub. at the crossing of its Prescott and Winchester subs. at Bedell at a rate of speed not exceeding 50 mph.

19 Jul 1957 Letter from CPR to BTC.

The speed of freight trains over the crossing is limited to 35 mph in accordance with rule 98 of the UCOR. The approach signals on the eastward and westward main tracks are located at a sufficient distance from home interlocking signals 1034 and 1031 to provide for proper braking. I therefore apply for authority to operate freight trains over this crossing at a speed of 50 mph.

30 Jul 1957 Letter from BTC to CPR.

The Board in refusing similar applications in 1946 advised the applicant that in the interest of safety, speed of freight trains should not exceed 35 mph as required by GO No. 603 at railway crossings at grade.

Requests CPR to file submissions in support of this request.

21 Oct 1957 Letter from CPR to BRC.

Withdraws application. It is expected that the application will be resubmitted at a later date.

23 Dec 1957 Letter from CPR to BTC.

Resubmits application to operate freight trains over the crossing at 50 mph.

In an effort to improve the performance of our freight trains numerous betterments have been made to the interlocked railway crossings at mileages 35.4 and 103.8 (should be 103.08).

At both locations the track has been reballasted and heavy slag material placed around the ties to provide a firm bearing for the solid manganese type of crossing. A revised layout

of ties to provide better support to the rail crossing was designed and new ties installed in 1957. New base plates with double shoulder tieplates are being provided. The track at both locations is tangent and governed by block signalling good for a speed of 90 mph.

There is no longer any necessity for requiring our freight trains to reduce speed to 35 mph while passing over this crossing.

8 Jan 1958 Report from G.B. Mercer, District Engineer to J.E. Dumontier, Director of Engineering.

Inspected the diamonds at Bedell, DeBeaujeu and Cornwall on 7 Jan 1958. Diamonds at Bedell and De Beaujeu are similar in design but different in angle. They consist of manganese corners bolted together and opposite corners are interchangeable. Diamonds match 100# rail CPR section. Outward legs of corners are only long enough for three bolt holes. The corners are connected to short closure rails, 9' 9 3/4". Short closure rail between diamond varies with angle of crossing, 6' 0" at Bedell and 6' 9 3/4" at De Beaujeu.

There are sections relating to both Bedell and De Beaujeu.

Bedell

Traffic on Winchester sub is about 6 passenger trains and 15-24 freight trains per day. Bedell is the first open telegraph station east of Smiths Falls during night. Many trains stop for orders or slow down for clearances.

Traffic on Prescott sub. is one freight each way per day. They both stop and many times set of cars for interchange with the Winchester sub.

Bedell station is on Winchester sub. 300' east of the diamond.

Angle of crossing is 77 degrees 57 minutes. Each rail is anchored in direction of traffic on nearly every tie 3/4 mile each side of diamond on Winchester sub. and is heavily rail anchored to about the home signal on the Prescott sub. About three feet of slag ballast has been placed under the diamond.. The arrangement has been changed to about normal tie spacing along Prescott sub. Two ties about ten feet long and bolted together have been placed under rail in line with Winchester sub. This should make it better for tamping under diamond. Diamond is in good condition and all bolts appear to be tight. New double shoulder tie plates and pads will replace heavy sheet steel under manganese corners when received.

Recommends that speed of freight trains be increased to 50 mph on Winchester sub. Speed restriction of 20 mph on Prescott sub. to remain.

About 4% of rolling stock on CPR has arch bars, many cabooses use arch bar, most cars with arch bars are in local service.

29 Jan 1958 Order 93501 is issued which authorizes CPR to operate its trains over the Winchester sub at the crossing of its Prescott and Winchester subs. at Bedell at a rate of speed not exceeding 50 mph.

18 Apr 1967 Letter from CPR to BTC

CPR proposes to remove the diamond crossing and make corresponding changes in the signalling. Plan SP-46-A shows the proposed changes.

29 May 1967 Memorandum from H.H. Blakeney, Signal Engineer to R.A. Shier, Director of Engineering.

A joint inspection was carried out in company with Mr. C.W. Polley, District Inspector, Ottawa.

Trains from Ottawa will be routed to Smiths Falls and any traffic for Prescott will be delivered from Smiths Falls to Prescott and CPR do not need the interlocking under these conditions.

Recommends issuing an order authorizing CPR to make the changes shown in red and yellow on signal profile SP-46-A dated 14 Mar 1967

2 Jun 1967 Memorandum from C.W. Polley, District Inspector, to R.M. MacDonald, Director of Operations.

Similar to Blakeney's memo.

It is the intention of the railway to maintain the operator (tower man) at Bedell and all main track switches concerned with the movements to and from the Prescott sub. will be operated by the tower man and interlocked.

Agreement was reached to change the signal 5,460 feet north of the junction switch from inoperative to an interlocked operative signal with a yellow or red indication only.

Yard limits at present extend 1 mile north of Bedell towards Kemptville, however, it is the intention of CPR to extend the north yard limit board to include Kemptville at m. 28.9 or 1.7 miles from Bedell. This change is to enable the switcher from Smiths Falls to perform services at Kemptville.

No objection to the changes.

8 Jun 1967 Order 124659 is issued. Changes to the signals and removal of the diamond crossing at Bedell and plan SP-46-A dated 14 Mar 1967 on which such changes are shown are approved.

20 Oct 1967 Letter from CPR to CTC.

The diamond was removed on 2 Oct 1967 and the signal changes were completed on 12 Oct 1967. Please arrange for an inspection.

18 Dec 1967 Memorandum from H.H. Blakeney, Signal Engineer to A.G. Hibbard, Acting Director of Engineering.

I inspected the location on 12 Dec 1967. The changes to the signals and the removal of the diamond crossing have been completed as shown on SP-46-A. at the time of the inspection the signal system was working in a satisfactory manner.

CPR were subsequently advised. End of file.

Lever	June 1919	November 1937	October 1967
1	Dwarf signal standing to right of eastbound main track opposite signal 104 governs trains to any available route within limits of interlocking plant and also serves as a "Calling on arm for signal 1034 at slow speed"	As before but placed on bracket post 1034	As before
2	Dwarf signal for eastward movements on north main, Winchester	Dwarf signal 1034C for eastward movements from siding to north main, Winchester, (formerly lever 3)	As before
3	Dwarf signal for eastward movements from siding to north main, Winchester	Dwarf signal 1034B for eastward movements on north main, Winchester (formerly lever 2)	As before
4	Dwarf signal (1034D) for eastward movements from eastbound siding on to south main	As before	As Before
5	Home signal, upper arm of bracket post signal 1034, governs eastbound trains to Montreal	As before	As before
6	Home signal, lower arm of bracket post signal 1034, governs trains to signal 306 to Ottawa	As before	Three arms replaced lever.
7	Home signal 306 governs trains towards Ottawa	Spare lever, signal 306 removed	Spare lever
8	Two Hayes derails, north sidings Winchester	As before	As before
9	Switch from north main, Winchester, to siding.	As before	As before
10	Crossover switches north to south main Win,	South main crossover switch Winchester	As before
11	Switch from north main, Winchester, to north connecting track	As before	As before
12	Derail from north connecting to north main, Winchester	Derail removed, lever used for home signal 306 for movements towards Smiths Falls	Spare lever
13	Derail for eastward movements on south main Winchester across diamond	Derail removed, lever used for new dwarf signal on 306	Spare lever
14	Traffic lever for north main, Winchester, locks 8, 9, 10 (north), 11 and 12	Facing point lock for levers 9 and 19	As before
15	Traffic lever for movements on south main, Winchester, locks 10 south and 13.	Facing point lock for lever 13 removed, lever used for facing point lock for lever 10	As before
16	Switch and derail from eastbound siding to south main Winchester, west of diamond	As before	Facing point lock re switch only.
17	Dwarf signal, lower arm on signal 1033 governs trains over any available route and serves also as a "Calling on arm" to main track within the limits of the Interlocking Plant, at low speed	As before	Spare lever
18	Home signal, upper arm on signal 1033 governs trains to Westbound Main Track towards Smiths Falls	As before	Spare lever
19	Spare space	North main crossover switch, Winchester	As before

20	Spare space, later used as facing point lock for 12	Facing point lock for lever 12 removed, lever used for facing point lock for lever 11	As before
21	Spare space	Spare space	Spare space
22	Switch and derail Prescott to north west connecting	Derail removed, lever for switch only	Switch removed, sp
23	Traffic lever, Prescott, and facing point lock for switch 22	Facing point lock for lever 22	Facing point lock re
24	Dwarf signal, lower arm on signal 307 serves as a "Calling on arm" towards Prescott or to signal 1033 towards Smiths Falls	As before	Spare lever
25	Home signal, middle arm on signal 307 governs trains to signal 1033 towards Smiths Falls	As before	Spare lever
26	Home signal, upper arm on signal 307 governs southbound trains towards Prescott	As before	Spare lever
27	Spare space	Spare space	Spare space
28	Spare space	Spare space	Spare space
29	Spare space	Spare space	Spare space
30	Derail for northward movements across diamond on Prescott	Derail removed, spare lever.	Spare lever
31	Traffic lever, Prescott for movements across diamond and facing point lock for 30	Facing point lock removed for lever 30, spare lever	Spare lever
32	Dwarf signal, lower arm for signal 308 serves as "Calling on arm" for trains to Ottawa	As before	Spare lever
33	Home signal, upper arm on signal 308 governs northbound trains to Ottawa	As before	Spare lever
34	Derail, south main Winchester east of diamond	Derail removed, spare lever	Spare lever
35	Traffic lever and facing point lock for 16 and 34	Facing point lock for lever 16, facing point lock for lever 34 removed	As before
36	Dwarf signal 1031B for westward movements over diamond south main Winchester	As before	As before
37	Traffic lever for westbound movements over diamond, north main, Winchester, locks 38	Facing point lock for lever 38 removed, spare lever	Spare lever
38	Derail, north main Winchester east of diamond	Derail removed, spare lever	Spare lever
39	Dwarf signal, lower arm of signal 1031 governs trains over any available route and also serves as a "Calling on arm" to main track within limits of Interlocking Plant at low speed	As before	As before
40	Home signal, upper arm of signal 1031 governs westbound trains to Smiths Falls	As before	As before

Plan SP-46-A Shows the changes associated with the removal of the diamond in 1967.

Signal posts removed:

304 levers 24, 25 and 26 spare

305 levers 12 and 13 spare

306 (formerly 1033) levers 17 and 18 spare

307 levers 32 and 33 spare

1034 3 arms replaced by 2 arms, lever 6 spare

Switch removed lever 22 spare

Facing point lock removed, lever 23 spare

Lever 16, facing point lock removed, lever used for switch only

This would leave the following lever arrangement in the Interlocker:

Operating levers - 1, 2, 3, 4, 5, 8, 9, 10, 11, 14, 15, 16, 19, 20, 35, 36, 39, 40.

Spare levers - 6, 7, 12, 13, 17, 18, 22, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38.

Spare spaces - 21, 27, 28, 29.

Transport Canada File ASRE 3550-8-2-90

7 April 1970 Letter from CPR to CTC

Attaches copy of plan SP-46-B dated 22 October 1969 showing removal of interlocking at Bedell and installation of ABS. Requests authority to go ahead.

Trains for the Prescott sub. required to stop at signal 306 and get permission from the dispatcher before entering the Wincheter sub.

25 June 1970 Joint memorandum from Engineering Inspector and District Operating Inspector to Directors of Engineering and Operations

Inspection held on 20 May 1970. CPR had already replaced the interlocking plant by automatic signals. Operation is satisfactory and plant operating as intended. However, CPR should be advised that changes to signals should not be undertaken before authority is granted by CTC.

24 July 1970 Letter CTC to CPR

You did it without issuance of an order, please comment.

25 August 1970 Letter CPR to CTC

Plan was mislaid.

Traffic had become light on the Prescott sub. and to make economies it was decided that the operators at Bedell were no longer necessary and would be removed. Their presence was only required for the sole purpose of lining switches for infrequent movements (usually only one per day) for the Prescott sub.

To enable train crews to throw switches for their own movements switch stands were installed on connecting switches (formerly handled by operators) to the Prescott sub. and at the east end of the westward siding. Block indicators were installed and minor changes made in signal aspects to apply to ABS rules. These signal changes were made on 31 October 1969.

Regretted that application was not made to the committee at the proper time.

2 November 1979 Order R-10061 is issued - see data base for details.

RG 12 vol. 2497 file 3654-41

Agreement re yard and trackage facilities at Prescott

4 April 1949 memorandum

The agreement dated February 14 1929 between H.M. the King, CN and CP covered the construction of yard and trackage facilities to serve the grain elevator at Johnstown Bay on the St. Lawrence River near Prescott expired on February 14 1949. The operation and maintenance of these facilities was provided for by a separate agreement dated 21 June 1940 which was to continue during the continuance of the construction agreement. The proposal was to continue through an amendment to the 1940 agreement.

RG 12 vol. 2979 file 7514-36-4
Property Buildings, Prescott Railway Sidings.

1913 Government, Department of Marine, took over the siding to the Imperial Starch Works. Squabbling over the rent (\$16.00 vs \$1.00 per annum). This is referred to as the old railway siding into the Dominion Lighthouse Depot Yard but the original lease was to Imperial Starch and is in the hands of Canada Starch.

1903(correct) Surrender of Siding Agreement

Executed by Imperial Starch at Prescott on 1 Nov 1903.

Siding Agreement dated 1 Feb 1914

Correspondence - siding rental, repairs etc

1932 not fit to run a locomotive on account decayed condition of ties. Cost \$621 to put right.

Feb 27 1934 Lease cancelled.

12 July 1940 From Bruce Coal

Proposed extension of CPR siding to serve our coal dock at Prescott. Apply for permission to construct this siding across Government property.

This does not seem to have been progressed.

End of file.

RG 46 vol. 682 letter 887
Traffic return for week ending 10 April 1875

Details not taken.

RG 46 vol. 686 file 2271

17 July 1882 from Thomas Ridout

Intention of the St. L&O to open their Chaudiere branch for passenger traffic on 1 August.

I have the honour to report that on 15th instant, accompanied by Mr. Peterson, the engineer of the Company, I carefully inspected the said portion of railway.

The branch leaves the main line at a point named "Chaudiere Junction", 7 miles from the Terminal Station at Ottawa and runs north westerly for a distance of five miles, connecting with the Canada Central, now the Canadian pacific Railway at the station near the Chaudiere in this City and was constructed in the year 1871.

All the bridges are of timber - the principal one being a Howe truss deck bridge over the Rideau River composed of three spans of 100 ft each resting on masonry abutments and piers. This having erected in 1871, is now eleven years old and has lasted the general life of unpainted and unprotected timber bridges. Upon a careful examination by boring I found that many members of the chords and floor beams were in a bad state of decay and from other indications as well I have no hesitation in stating that I consider this structure in an unsafe condition. Carpenters are now engaged in putting in new oak prism blocks and screwing the trusses up, but the time has passed for mere repairs as the strength of every portion of the bridge is much reduced from age and therefore cannot be relied upon. In my opinion an entirely new structure is required.

The next bridge of importance is that over the Rideau canal, a swing bridge of two openings 40 feet each, resting on timber crib abutments and centre pier. The timber of this was also tested with an auger which shewed that considerable decay existed, particularly in the centre member of the chords, which were completely rotten. The floor beams are becoming soft and many of the oak timbers of the turntable are decaying. The cribs are also in a bad condition and have settled to a great extent - a few pieces have been added to bring them up to level. This bridge should also be replaced.

There are also two trestle bridges, one 280 feet in length at the west end of the Rideau River bridge and the other 100 feet long at about a mile from the Chaudiere Junction, also one culvert of 14 feet , all of which are in a dangerous condition as the timbers are very much decayed.

Track

The rails are of 56 lbs with sleeve joints and have been in the road since construction they are in a moderately fair state as --- little traffic comparatively has passed over them, they have however been fully spiked to the ties. The ties are in tolerable condition but will require renewals.

With the exception of a short distance the rail has received no ballast. The track must therefore during the wet season become very uneven.

Several overhead bridges cross the line, none of which exceed 17 feet above the rail and some of them not so much, these must be raised in order to conform to the requirements of the General Railway Act.

In conclusion I have therefore to report that owing to the present condition of this branch, as above described, it is not in my judgement, in a safe and proper condition to be opened for the public conveyance of passengers.

8 December 1883 from Canadian Pacific Railway superintendent

Acknowledges receipt of yours of 7th instant enclosing copy of report made by Mr. Ridout on the condition of the Chaudiere Branch of the St. L&O for which thanks.

RG 46 vol. 1546 file 9909 trains service between Ottawa and Prescott.

Time table No. 16 for Prescott, Brockville and Eganville branches march 14th 1909

20 March 1909 Report of Operating Assistant A.J. Dillinger make copy.

11 April 1911 from J.D. Reid MP

Asks that the two mixed trains become passenger and speeded up.

9 May 1911 from CPR

There is a little more freight to handle than the two wayfreight trains can take care of and so it is necessary that a small amount should be handled on the mixed trains. However, not sufficient to warrant an additional train to take care of it. Difference in running time of the northbound passenger and mixed trains is only 33 mins. and of the southbound trains only 38 mins.

During March 1911 the northbound was late only twice and the southbound not at all.

Unreasonable to ask the company to increase the present service.

23 May 1911 from Inspector Lalonde make copy

Insufficient traffic to justify additional passenger trains. Includes record of passengers carried Feb-April 1911.

9 December 1911 from J.D. Reid MP

25 or 30 years ago we had better passenger service. We had regular passenger trains and they were run in much shorter time. Then there was not so heavy freight business as there is now.

CPR is paid \$100.00 per mile for the mail service. Only one other small road in Canada where \$100 per mile is given. The regular rate is 8c per mile.

The O&NY has two trains both ways between Ottawa and Cornwall each day as has CPR. Distance is practically the same. Number of stops between Ottawa and Cornwall is 14 and between Ottawa and Prescott is 13. The time on the O&NY is 1hr 40 mins including all stops and the connection at Finch for the CPR. Makes comparison between O&NY and CPR.

This service is very unsatisfactory and has been going backward for many years. CPR has better road bed than O&NY and there is no reason why CPR cannot give as good facilities as that road.

21 December 1911 from Dr. Reid

Notes that the hearing has been changed to January 4 and asks that the time be changed to 11:00 as Mr. G.H. Ferguson MPP for Grenville who wishes to attend cannot reach here before the arrival of the train from Prescott at 10:30. This is one of the trains we would like to have made a regular passenger train and takes two and three-quarter hours to run fifty two miles and is very often late.

28 December 1911 memorandum from Chief Operating Officer Nixon make copy.
Details of connections and operation.

5 January 1912 memorandum from Chief Operating Officer Nixon make copy
Service should be improved as requested. Ruling grades etc.

4 January 1912 order 15780 and judgement make copy

30 January 1912 strong rebuttal letter from CPR make copy.

5 February 1912 from Chief Operating Officer Nixon

Company did not raise any question of the line not being in a safe and proper condition for speed suggested and if their line is not in condition for the speed required to make the time shown that they put the timetable in effect and will be held responsible for seeing that the speed of trains is limited to such speed as the condition of the line will permit for safe operation and that arrangements be made to put line in condition for speed required as promptly as possible.

6 February 1912 Board to CPR

Essentially as memo from Nixon of 5 February.

20 February 1912 from Nixon

I understand the CPR have not put into effect the timetable approved but instead have put into effect a schedule starting trains from initial point about the same time as shown on schedule submitted but giving all trains 2 hours 20 minutes running time between Prescott and Ottawa or vice versa instead of 2 hours as approved.

Prior to order of the Board the mixed train was run from Ottawa to Prescott in 2 hours 48 mins and in opposite direction in 2 hours 38 mins. and passenger train was run from Ottawa to Prescott in 2 hrs and 15 mins. while the passenger from Prescott to Ottawa in 2 hrs 10 mins.

11 April 1912 from Nixon

CPR have disregarded the letter as they have put into effect:

Train 550 leave Ottawa 07:25 arrive Prescott 09:40

Train 552 leave Ottawa 16:45 arrive Prescott 18:35 (sic)

Train 551 leave Prescott 07:55 arrive Ottawa 10:15

Train 553 leave Prescott 15:20 arrive Ottawa 17:35.

While the CPR claim their line was not in condition to make the required time they have put into effect the train service contrary to the direction of the board. Prior to the complaint of the Board it was safe the CPR considered to make the running time in two hours and ten minutes and frequently handled freight cars and since the matter was reported it is allegedly unsafe and they have lengthened the time.

14 April 1913 from Dr. Reid, Min of Customs to CP Gen Supt Tptn Montreal

Morning trains from Prescott and Ottawa. You gave me your assurance that only perishable goods such as fish or valuable goods such as silk would be put on these trains. I am informed that you have now arranged that three days in the week freight shall be put on these trains and that car loads of lumber from Ottawa are now put on these trains.

Lumber is not perishable or valuable.

You gave me your personal assurance. Ask that 15780 be carried out.

19 April 1913 from Murphy CP Gen Supt Tptn to Reid

I will see to it that the trains are only used for high class or important freight. There were only 9 cars handled on both of these trains between March 29th and April 17th which shows that there is not any abuse being made of our arrangement and the trains arrived at destination in each case on time.

21 April 1913 from Reid to Murphy

I came up on the train from Prescott this morning and there was a carload of machinery attached to the train. In other words the train was a mixed one. I regret that your letter does not state that you will make the train one solely for passengers in accordance with the order issued by the Board.

I am today making application to the Board to have the order enforced.

28 May 1913 from CPR General Solicitor

The application does not state the facts correctly. The company is not running regular mixed trains but it is true that at times we have added a freight car. This is sometimes done on even our fast Transcontinental trains. A record kept for the months of January, February, March and April of this year shews that on train 550 leaving Ottawa at 07:30 and arriving at Prescott at 09:35 freight was carried on the following occasions.

Feb 20 car of silk

Mar 29 car of lumber

April 7 car of pulpwood

April 8 car of merchandise

April 10 car of lumber

April 17 car of pulpwood

The freight handled on train 551 leaving Prescott at 08:00 and arriving at Ottawa at 10:05 during the same period was:

Jan 11 car of merchandise

April 7 car of fruit

April 16 car of Paint

April 21 car of merchandise

On all the days mentioned the trains arrived on time. However, if the Board objects to our carrying the odd car of freight on the trains in question we will discontinue it and will confine the haulage of freight to valuable or perishable freight to which the Hon. Mr. Reid has stated he and the persons whom he represents will have no objection. A hearing will not be necessary as the railway will see fit to carry out any directions which the Board sees fit to give.

29 May 1913 from Reid to Beatty CPR Gen Solicitor

Your letter is not satisfactory. The public is entitled to two express trains each way per day and the Board has so ruled. Your representative asked me if there was any objection to occasionally putting on a car of perishable goods on the morning train as sometimes the company had a car to rush through to Prescott. However, as usual, even the simplest privilege of this kind was abused by the CPR with the result that they made a practice of carrying lumber and other heavy freight. Putting freight on express trains is not satisfactory, the stopping and starting of the train, when a car of this kind is on, is very rough and I intend to ask the Board to see that the order issued by them is carried out.

31 May 1913 from Beatty to Reid

Regret my very fair statement of the company's position is no acceptable to you. The Board order says nothing about express trains and I do not think you can reasonably say that the carrying of an odd car of freight changes the character of the service in any material respect. This is done on transcontinental and all other passenger trains when necessity requires it.

I have asked Mr. Driscoll to give instructions that no freight of any kind should be hauled on these trains.

I have shown the correspondence to the President and he has intimated that he does not think the matter of sufficient importance to justify our making an issue of it either with yourself or with the Board though he is entirely unable to appreciate the reasonableness of your position.

7 June 1913 from Reid to the Board

I would like an order that the CPR must run two first class trains each way per day, on week days and that no freight cars be attached to these trains. The order should also state that the trains must make the run in two hours or less. However the present timetable shows two hours each way on the evening trains and two hours five minutes on the morning trains. CPR claim they require five minutes extra on the morning trains to make connection at Kemptville Junction and I do not see much objection to this. If you wish to make an order in accordance with the present timetable I do not see any objection to this although I do not see there should be any difficulty at all for the CPR to make this run in one hour three quarters.

10 June 1913 order 19536 is issued.

14 June 1913 from CPR to Board

Objects to the recital "failed to comply with order of the Board" This is not the fact as the order did not require it to deal with these trains in any other way than that of an ordinary passenger service.

Asks to have the order amended to strike out the recital.

19 June 1913 from Board to CPR

The recital was put in because of a report more than a year ago that you were not complying with a previous order. (Were running trains 2 hrs 20 mins instead of 2 hrs). I dislike amending and changing orders for matters of no serious importance and unless the matter is of serious consequence to your company I would rather not change the last order we issued in this matter.

21 June 1913 from CPR to Board

Especially wish to have the order amended because the Hon. Dr. Reid's complaint has nothing to do with the previous report and there are not now any allegations that we are not complying with the previous order. The recitals should be altered because it involves recognition by the Commission of a state of facts which does not and did not exist.

s

24 June 1913 19674 is issued

Part II

Complaint about late running of train 552 August 1913

Lateness in August 1913

2	30"
9	33"
16	1' 15"
20	15"
22	15"
23	20"
25	20"
26	35"
28	15"
29	20"
30	45"

In every case except one the train was held for connection with train 18 which was very heavy during August due to the handling of fruit traffic.

31 October 1917 petition from the residents of Osgoode

We are now delayed in returning from Ottawa until late at night and present table does not give any service to Prescott. Rural drivers from Osgoode station are detained until late at night and are compelled to deliver mail after dark in the mail towns out of Osgoode, North Gower, Kars, Dalmeny, Vernon and others.

Asks that the old schedule be reinstated.

10 Nov 1917 from CPR

	Prior to Sep 30	Present service
Leave Prescott	14:30	13:55
Arrive Osgoode	15:40	15:03
Arrive Ottawa	16:45	15:55
Leave Ottawa	15:30	16:45
Arrive Osgoode	16:17	17:37
Arrive Prescott	17:30	18:50

The change was made as a war measure as when the former service was in effect it necessitated the maintenance of two engines, two engine crews and two train crews. On the present table the morning train leaves Prescott at 07:40 arriving Ottawa at 09:45. It then returns to Prescott, leaving at 10:15. In the afternoon the train leaves Prescott at 13:55 arriving at Ottawa at 15:55 and leaves Ottawa at 16:45. Thus one engine, one engine crew and one train crew are able to operate all the trains.

The complaints allege that the passengers are delayed in returning from Ottawa until late at night but as the train leaves Ottawa at 16:45 and arrives at Osgoode at 17:37 only 1 hr 20 mins later than the summer service I think there is no reasonable ground for complaint in view of the economy in men, power and fuel obtained.

12 November 1917 report from Inspector McCaul

What is aimed at by the petitioners is the maintenance of the connections at Kempton with train No. 30 for the east.

Mr. Beatty states that one engine, one engine crew and one train crew are enabled to operate all trains. Mr. Beatty is in error in making this statement. One engine and one set of equipment operates the four trains, two engines and two train crews are employed and I understand that it would be impossible for the railway company to use but one engine and train crew on this service.

30 November 1917 from CPR to Board

We are endeavouring to reduce the passenger train mileage to a minimum in order to conserve coal and are being urged to this action by the Fuel Controller.

In 1911 it was possible to handle all freight and passenger traffic between Ottawa and Prescott by operating a mixed train daily except Sunday in each direction and a passenger train daily except Sunday in each direction. Now, under the Board's order we are compelled to run two passenger trains as well as a freight train, daily except Sunday in each direction.

We propose to inaugurate a service under which a mixed train would leave Prescott in the morning and return to Prescott as a passenger train in the afternoon, and a mixed train would leave Ottawa in the morning and return to Ottawa as a passenger train in the afternoon. Beg to apply for an order rescinding 19536.

9 December 1917 from J.D. Reid to Board

Objects to CPR request.

12 December 1917 from CPR

There is a heavy movement of coal from Prescott to Kempton being chiefly for Smiths Falls and beyond.

The mixed train would not handle all the freight between Ottawa and Prescott but it can handle all the freight traffic between Ottawa and Kempton. Extra crews are now employed between Prescott and Kempton. Mr. McCaul pays no attention to the tremendous change in conditions that has taken place since the issue of 19536 in 1913. Curtailment of service is in effect in every part of the country and under the circumstances there is ample justification for such curtailment as suggested on the Prescott sub.

27 December 1917 from Cartwright, Secretary to Board to CPR

Board have dismissed both applications on company to vary passenger schedule now effective.

The passenger train service provided by schedule effective 30 September 1917 permits the running of four passenger trains with the same engine and equipment. The change from the old schedule was made as a war measure to conserve power, fuel, man power and equipment and having that effect should be supported, even at some inconvenience to the public during the winter months. The present necessity for economy effected is not balanced by any such inconvenience as is suffered in this as well as other measures tending to conserve the important resources named during war.

There is no reason for interference with 19536. There is ample freight on the line to be taken care of and no economy could be effected by restoring the "mixed" train which proved so unsatisfactory that its discontinuance was ordered by the Board.

27 December 1917 Order 26872 is issued

May 1918 further complaint from residents of North Gower that CPR propose to change the train service.

1 June 1918 from Ottawa Citizen

We understand that the Ottawa-Prescott train which has heretofore left Ottawa at 16:45 will, on 2 June leave at 18:10. Understand that people along the line object strongly and would like to add our protest because papers that are distributed on that line by rural mail routes, in most cases, would not arrive at the post offices until after 8 pm that night and would have to be left over for distribution the following day. It may be that this change is a war time necessity, If not we would be obliged if it could be left at the present starting time.

4 June 1918 from Journal

The change simply means postponing the departure of the train by two hours. If, for war purposes, it was considered necessary to cut the train off altogether the Journal would not

protest. It does not appear that anything will actually be saved by this move either in time, material or money and the change is going to mean a considerable disruption on account of subscribers in the towns, villages and country adjacent to this line.

Timetable Prior to June 1 1918

Trains were using Central station. Very detailed letter from CPR regarding connections at Kempton.

4 July 1918 from Board to Ottawa Newspaper Subscription Bureau

After consideration of all circumstances the Board has decided to allow the present CPR schedule to remain in effect during the life of the present timetable (to about the end of September) when the matter will be again investigated.

8 February 1932 from CPR to Board.

Refers to order 15780. The Provincial Highway between Ottawa and Prescott, paving was completed last year and the establishment of frequent bus service, the passenger traffic handled has been reduced to the point where the maintenance of the service ordered by the Board results in a considerable loss.

Our intention in our summer timetable is for a train to leave Prescott in the morning, connect at Bedell with the Perth local and arrive in Ottawa around 08:30. This crew will then return to Bedell to connect with No. 37 for passengers to Smiths Falls and points beyond, and will remain at Bedell to connect with train No. 20 from Toronto to take passengers in to Ottawa. It will then return to Prescott leaving Ottawa in time to connect with the Perth local at Bedell.

This will save one train and one engine crew in addition to a considerable reduction in terminal expenses at Ottawa.

Begs to apply for an order rescinding 15780.

February 1932 passenger count

Date	Train 552 tickets	Train 552 passes	Train 553 tickets	Train 553 passes
20	8	4	29	0
21	7	2	4	2
22	6	8	6	9
23	4	3	5	5
24	4	1	5	5
25	2	9	4	4
26	8	1	7	11
27	7	0	9	7

Board makes known its intention to allow the application.

Statement from CPR approximate savings in out of pocket costs \$607.98 per month.
(wages, fuel, water)

20 April 1932 order 48472 is issued.

7 April 1954 from CPR General Supt Transportation to R.M. MacDonald Director of Operations at the Board.

To reduce expenses between Prescott and Bedell it is proposed that trains 563 and 564 be operated as mixed trains between these points and continue to operate as passenger trains between Bedell and Ottawa.

3 March 1955 from CPR Gen Supt Tptn to MacDonald

Effective with the change in time table it is the intention that train 563 operate as a mixed train through to Ellwood instead of Bedell leaving Prescott at 05:50 and arriving at Ottawa at 09:00 and no. 562 to operate as a mixed train from Ellwood to Prescott leaving Ottawa at 18:00 and arriving Prescott at 21:05.

19 August 1957 from CPR to MacDonald

Present service is mixed trains 593 and 592 between Prescott and Ottawa and 23-24-33-34 between Bedell and Ottawa. In addition freight service is provided by 93-94. It is proposed to withdraw 592-593 and operate wayfreight daily except Sunday during summer months only and have 93-94 operate year round. 23 and 34 will stop on flag at Osgoode and Manotick for express.

Note from the Board - this is a complete withdrawal of passenger service between Prescott and Bedell.

End of file.

RG 43 vol. 2784 file 142-143-144

These files concern the construction and operation, staffing and leasing of the Prescott Elevator. 144 contains a good plan of the yard layout.

**RG 46 vol. 1409 file 7214.174
authority to remove shelter at Sabourin**

21 December 1909 Inspectors report on condition

Not adequate for the traffic handled - flag & platform.

19 August 1960 Application to remove station shelter

6 September 1960 order 102244 is issued

**RG 46 vol. 1409 file 7214.177
station at Spencerville.**

21 December 1909 report on condition - adequate

Plan of proposed station - CPR application 6 June 1927

8 June 1927 order 39154 is issued.

26 July 1960 CPR asks to close Spencerville as an open station and operate it with a caretaker.

13 September 1961 order 105642 is issued

2 March 1965 application to remove the caretaker and close the station building

28 April 1965 order 117368 is issued

RG 46 vol. 1612 file 5999 Richmond Road viaduct.

12 March 1909 Plan B-1-290 Richmond Road Viaduct plan of concrete pedestals.

30 November 1908 Letter from CPR

Submits for approval plan dated 30 November 1908. Actual plan on file is revised to 12 March 1909.

6 May 1908 Note

Revised plan provides for a steel viaduct with concrete abutments and pedestals over three CPR and one GTR track.

The approaches are to be of earth fill retained by dry stone walls.

The grade on the approaches is 5% while that on the viaduct is 0.1% and 0.7%.

The westerly CPR track to be lowered 6 ft.

Clearance from base of rail to underside of viaduct is 22½ ft.

Roadway is to be 30 ft wide with an 8ft plank walk on the south side.

It is proposed to locate the viaduct as closely to the northerly line of the street as possible, leaving some 20 to 24 ft between the viaduct and the southerly line of the street, the variation depending upon the batter upon the dry stone wall.

23 March 1909 order 6630 is issued approving plan.

26 June 1909 order 7360 time extension of 5397 to 1 July 1909.

20 April 1909 from City of Ottawa, Engineer

Large quantity of filling on hand. Have arranged to have stone taken out for dry walls.

Work has been underway for some time and I have ordered the material for the pavement.

CPR have not yet started work and I would ask that they be notified, as until at least one abutment is completed we cannot carry on our section of the work.

9 May 1909 Board to CPR telegram

Board proposes making order that work be commenced by 17h instant and fixing penalty \$100 per day for non compliance.

11 May 1909 from CPR to Board

Instructions were given last week for work to be commenced immediately. No necessity for order when everything possible is being done to get the work started immediately.

Operating rules now before the Board will not require men to be on the tops of cars in terminals. If these rules become effective there would not seem to be any necessity for the extreme clearance of 22' 6" in this case.

11 May 1909 draft order of the Board ordering commencement by 17th instant penalty for failure to comply \$100 per day.

24 June 1909 from CPR

CPR has been diligent but requests a time extension of 60 days.

21 August 1909 from CPR to Board

I am advised today by the GM of the Hamilton Bridge Company, who have the work of construction of the viaduct in hand, will be unable to complete the same before 1st October next. Applies for a time extension to 15th October next.

31 August 1909 order 7932 is issued time extension to 15th October 1909.

End of file

RG 46 vol. 1416 file 11122

Station at Brays

14 July 1909 from Father W.T. McCauley, Osgoode to Board

Request a hearing to aid in securing a shelter at least at Brays Crossing. Flag station midway between Osgoode station and Manotick station.

Have been promised a building yet we have not even a safe way of getting on and off trains, only deep ditch and cattleguard to walk on before reaching the platform. We pay 85 cents for a ride of 17 miles - we used to pay \$1.50. We not only are paying too much but see how we are treated.

We trust we will get justice in your strong hands.

Yours ever in Christ.

4 August 1909 from CPR

A proper shelter is now under construction at Brays Crossing which I trust will meet the needs of the traffic there.

19 August 1909 from Father McCauley

Deep gratitude for your prompt attention. The shelter was put up at once and is very nice but it is very inconvenient to reach it. The turnstyle leading to the platform is directly over the ditch at the foot of the grading to the tracks so a passenger has to either cross the cattleguard or walk about twenty or thirty feet in a deep ditch to reach the platform. Mr. Murphy, CPR passenger agent said it should be fixed but unless ordered by you it will not be done.

Goes into further detail about access - also a farmers crossing.

8 September 1909 from Inspector James Ogilvie

I made an inspection this p.m. Flag station is a new one completed about a month ago. Station itself is about 10' x 10' with a canopy attached about the same dimensions. There is a good platform about 85 feet long which is in first class condition.

This station is a fine arrangement for the summer months for shelter from the rain but it would be entirely useless during the winter months. As it is only built of single clap boards on studding and is quite open around the floor; some of the joints where the clap Boards should meet are also open.

There is no arrangement for heating it and it would be impossible for anyone to remain in it during severe winter weather. It seems too bad since the company have gone to the expense of building a station that they did not double sheet it and make it so that it could be of sine use during the winter months.

13 September 1909 from Secretary to Ogilvie

The board now asks you to read Father McCauley's letter and make a report on the matters referred to in said letter which are not dealt with in your report.

16 September 1909 from Ogilvie

I was only asked to report on the station as the file did not accompany your letter.

There is a small ditch at the side of the platform which is a little lower than the rest of the land which is also low and rough between the part used for driving and the platform.

This would probably be about 40' wide. Though at the present time the walking is not bad and one can easily reach the stile at the edge of the platform without any difficulty or without jumping the ditch it is quite possible during the spring and fall when there is heavy rains that this low ground would become filled with water and it would certainly be awkward to reach the platform.

This is a matter that the county authorities should take up and not the railway as I do not suppose the railway is called upon to make a plank walk from the right of way fence to some 40 feet to the part of the road which is used. However I do not think there would be any difficulty on getting the CPR to dump a couple of carloads of cinders at this point which could then make a good job and leave it complete.

There is no water closet at this station and I do not think it advisable to ask the railway company to put one in as there is no person looks after the station. It seems to me that a building like this would become a regular rendezvous for tramps and the like and that it would be of little be to any respectable person who might want to use it, unless some arrangements are made to have it properly looked after.

Attach a rough sketch.

20 September 1909 from Board to Spencer CPR

Ask if you will kindly fill in with cinders the small ditch at the side of the platform which separates same from highway.

24 September 1909 from Spencer to Board

Instructions have been issued to have the matter attended to at once.

7 July 1910 from Operating Inspector

I was met at the station by Reverend Fr. McCauley. Pointed out the platform leading to the station from the highway is on an incline of about 45 degrees which makes it dangerous to walk in wet weather. Two or three steps in the incline would be safer. Stile which is located at the end of the platform between the station and the roadway is small that it is difficult for people to get through. This should be made larger. There is no stove in the building. It should be sheeted in the inside and a stove put in for the winter. The waiting room had not been swept out for a long time and was very dirty. The sectionmen could take a look at this waiting room in the morning and evening when passing and, if necessary, sweep it out. It would be a matter of probably five minutes work. There is no closed and I am of the opinion that there should be one.

19 August 1910 from CPR to Board

The run off at the end of the station has been taken up and steps substituted. The fence post of the turnstile has been moved back, on one side, giving a clearance of 12" outside of turnstile. The shelter has been swept out and instructions given to the section foreman to have it swept out night and morning in future.

13 September 1910 from Fr. McCauley

Problem with excursion trains on September 11 which is not apparent from his letter. Now we must have a water closet at once, it is a crying shame, also a stove, they are making lots out of it and people must be served. The railway authorities have cut down all beautiful trees on side roads from ½ to 1/4 of a mile for no purpose at all. This must be attended to.

15 September 1910 from Board to Fr. McCauley

Function of the Board is not to reprimand a railway company for a single delay or discourtesy.

Board will have the conveniences at that station looked into by an official.

As far as cutting down of trees is concerned this was no doubt done to give a better view of highway crossings over the railway and is therefore in the public interest.

CPR Special Excursion fares circular 5494 11 September 1910

Shows excursion fares and special train services to Montreal from all locations in the area to attend the XXIst International Eucharistic Congress.

28 October 1910 from Inspector Lalonde

Goes into detail about the special trains on September 11. Father McCauley would have needed to guarantee 100 passengers for a special train but he could not arrive at any agreement.

I have inspected Brays station. I should think there ought to be a stove to heat the place during the winter and an outside closet provided for the convenience of the passengers.

19 November 1910 from Board to CPR quotes Inspectors report.

1 December 1910 from CP Beatty to Board

It is merely a road crossing for the convenience of a number of people in the surrounding country. It was never intended that even a shelter should be erected but as the people in the area seem to think that one is necessary, the Company erected one last year. Passenger trains southbound are due at Brays at 8.01 a.m. and 3.15 p.m. and northbound at 9.29 a.m. and 3.32 p.m. These are branch line trains and are always on time at this point.

There can be no necessity for an outbuilding nor do our people see any necessity for a stove in the shelter. There is not sufficient business to warrant even having a caretaker and a passenger arriving at that point would hardly go to the trouble of building a fire. In point of fact the station is so close to the other two stations that it is a question whether it should be maintained as a stop for our passenger trains.

28 June 1960 from CPR to Board

None of the company's passenger trains stop at Bray and there is no necessity to maintain the station shelter at that point. Applies to the Board for authority to close the station shelter and remove the building.

Attaches resolution of the township of Osgoode council granting its approval.

7 July 1960 order 101686 is issued.

End of file.

Carleton Saga page 228

There were only two escape routes (Great fire 1870), either by the steamer "Queen" down the river, or by the St, Lawrence and Ottawa Railway. The thick smoke on the river made it impossible to navigate by the steamer which was forced to lay up at Grenville. The coaches of the train soon were burning when the ties took fire, and that avenue of escape had to be abandoned.

This does not ring true - what about the Canada Central? Was the StL&O at Lebreton at this time - check this through.

RG 46 vol. 1420 file 17795

Shelter at Gloucester

26 January 1911 Plan of proposed shelter.

Near Bowesville Road bridge.

3 July 1911 CPR Application for an order authorizing the location of a temporary station or shelter at m. 9.4 from Ottawa, north half of lot 20, Gloucester twp. Shelter to be constructed in accordance with standard No. 2 Plan H-8-43, 20 feet in width, from the Bowesville Road to the site of the proposed shelter.

CPR plan for CPR shelter Sept 22 1910.

16 July 1911 order 14496 is issued.

14 June 1960 order 101478 is issued.

RG 46 vol. 1417 file 15958.26

Handling of stock cars for the Experimental Farm.

15 December 1917 from Department of Agriculture.

1. On Friday morning, December 7th, there was shipped by W.J. Walter of Inkerman, two purebred Ayrshire cows. These arrived at Ottawa and were placed in the siding of the Central Experimental Farm during the afternoon of the same day. From Friday morning until eight o'clock Sunday evening we were constantly in touch with the freight office of the CPR and were told repeatedly that the stock had not arrived but that they would notify us at once, and even went to the trouble of taking our telephone numbers. By long distance we discovered that the animals had been shipped and, finally, the CPR freight office admitted that the stock had arrived and been placed on the siding Friday evening. Considering the very severe weather we have had, it is little wonder that these animals suffered so much, and we have narrowly escaped pneumonia with both animals. As it is, the animals have suffered severely, and we will lose at least \$75 worth of milk due to this unnecessary exposure.

2. Another instance. On Thursday morning, December 13th, there was shipped from Burbidge station, Que. to the Experimental Farm, one car of French-Canadian cattle, several of which are milking cows. Although this train was late, yet it arrived at Ottawa shortly after five o'clock. Both the freight office and the yard office had promised definitely that this car would be rushed to the Experimental farm siding, and would be placed not later than seven o'clock p.m.

The freight office repeatedly made promised for prompt delivery when called by telephone at five, six, seven, eight, nine and ten o'clock the same evening but the yard office were quite indifferent and stated that they would place the car at nine o'clock and later stated that they would place it when they were ready. Early this morning December 14th the car had not been placed and the yard office promised to have this matter attended to at once. The car was not placed until eleven o'clock or nearly eighteen hours after it had arrived at Ottawa. These animals had been on bard for twenty-seven hours, eighteen of which was spent in the yards at Ottawa. There is absolutely no excuse for this carelessness.

Asks for an investigation.

Inspector McCaul's investigation confirms the facts - there was a breakdown in communication in the first case.

10 January 1918 conciliatory letter from CP.

In future when a car arrives in Ottawa and it is not possible to get in touch with the general office of the farm, Mr. Archibald (Dominion Animal Husbandman) will be contacted at home.

February 1918 new arrangements seem to be working satisfactorily.