

Renfrew subdivision

Files seen:

RG 46 vol. 1476 file 16558

RG 46 vol. 1476 file 16558.1 Alignment of tracks in vicinity of Rideau Canal, across Main Street, Elgin Street and Echo Drive.

RG 12 vol. 1879 file 3268-70

Privy Council Railway Committee 15 January 1892 Application by City of Ottawa for an order requiring the CAR to reduce the number of their tracks crossing Elgin, Metcalfe and O'Connor Streets.

Reids Farm RG 46 M 2000012780 Acc. no. 77803/23 1096 F. 16.

Plan 16 Aug 1889 showing crossing of OA&PS and CA Railways by Ottawa Electric Railway at Elgin Street. PCRC No. 7711.

Privy Council Railway Committee 7 October 1892; 28 October 1892; 1-2 November 1892; 22 November 1892; 18 - 19 April 1893; 10 October 1893; 16 December 1893

Privy Council Railway Committee 15 Dec 1893 Application by OER of a double track crossing of the CAR at Bank Street.

RG 46 Accession no. 1992-93/066 Bridge carrying the tracks of the OA&PS over the CPR in lot 5, conc. 2 Nepean twp.

RG 46 vol. 1412 file 383 Bank Street subway

RG 46 vol. 1411 file 9252 Accident in Madawaska Yard 27 Nov 1908.

RG 46 vol. 1476 file 16558.2 Application by OER to cross tracks at Elgin Street subway.

RG 12 vol. 2372 file 5182-205 Arnprior Airport spur

File 29698 Complaint of residents along the GTR west from Golden Lake Junction against poor train service between Killaloe and Eganville on account of trains not making proper connection with Ottawa-Pembroke trains.

RG 12 vol. 2390 file 3554-27 Application by CNR to abandon from Eganville to Arnprior.

File 46260.3 Application to discontinue passenger trains 89 and 90 between Ottawa and Barry's Bay.

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

RG 46 vol. 1394 file 4205.2345 Station at Admaston

RG 46 vol. 699 letter 4675 Elgin Street

RG 46 vol. 700 file 4905

RG 46 vol. 700 file 5081

RG 12 vol. 3790 vol. 4620-85-88

RG 46 vol. 1546 file 26257 Complaint of service at Eganville

RG 12 vol. 3713 file 4606-85-160 Booth Piling Grounds

RG 46 vol 1394 file 4205.2343 Goshen station.

Grand Trunk Railway Coal Trestle December 10, 1919.

Application by the City of Ottawa for an order requiring the CNR to demolish and remove the existing bridge over Fairmont avenue and replace it with a plate girder bridge, with concrete abutments and wing walls.

RG 12 vol. 461 file 4050-7 Bridge over the Rideau Canal at Ottawa East

RG 43 Series A 1 vol. 8 file 865
RG 43 vol. 619 file 19641A Extension of street railway tracks on Elgin across CNR between Catherine and Isabella Streets.
RG 46 vol. 1364 file 4206.718 Glasgow station
RG 46 vol. 1367 file 4205.940 Galetta station.
RG 46 vol. 1395 file 4205.3064 Golden Lake station.
RG 46 vol. 1395 file 4205.3065 Killaloe station.
RG 12 vol. 3683 file 4058-225 CNR Swing Bridge Isabella Street.
RG 12 vol. 3596 file 4052-225 pt. 1 and vol. 3671 file 4052 pts. 2 & 3 lease no 29767, swing bridge over the Rideau Canal at Isabella Street.
RG 43 vol. 696 file 22125 Proposed change of divisional point from Madawaska to Barry's Bay.

**RG 46 vol. 1476 file 16558
Rideau Canal swingbridge**

5 January 1881 (this should be 1882) from CAR President McGillivray to Minister
Applies for permission to construct foundations for the iron bridge across the Rideau Canal at the point indicated on the map and profile of our railway which is attached. Includes two good plans and a profile - see data base.

14 January 1882 from Fred Wise Superintendent of Rideau Canal.

The plan shows the line to approach from the east to within 400 feet of the canal in a curve of 1910 feet radius, it then runs in a straight line across the canal until the draw bridge is cleared when it branches off into two lines with sharp curves of 882' radius one line going to the depot at Stewarton, the other towards the Chaudiere.

Draws attention to the danger of having a main switch like this one placed so close to the draw and would suggest a change being made.

The section shows the line approaches the Canal from the east on an ascending (?) grade of 45 feet to the mile, then runs level for four hundred feet across the Canal where it ascends towards Stewarton on a grade of 35 feet per mile.

This grade of 35 feet per mile falling towards the draw is considered another element of danger any train or single cars not under steam or brake control would be liable at any time to run into the open draw. The grade line crossing the Canal should be on a level with the station grounds at Stewarton, no grade descending to the drawbridge should be allowed.

The above two are the main points which the President's attention should be drawn to.

It is very desirable, before any work is commenced at the Canal, a detailed plan and section should be furnished showing the exact position and direction of abutments and piers, size of openings, design of bridges etc. so that an opinion can be formed how the

works proposed will affect the navigation and passage of boats when the bridge is completed.

5 January 1882 from McGillivray President of CAR to Minister of Interior

Applies to acquire the requisite portion of Ordnance Lands situated between Rideau River and the Rideau Canal crossed by the line of railway as shown on attached plan and profile. There are three Ordnance Reserve lands involved in the plan. One either side of the Rideau Canal and another stretch bounding a creek which runs into the Rideau River. This is approx. 400 feet wide and commences 2000 feet to the east of the Rideau Canal. It is bounded to the west on land owned by Miss Cameron and on the east on land owned by Robert Lees and Miss Cameron. Approximately 0.25 from Rideau Junction. (See data base).

13 January 1882 from Dept of Interior

Transferred to Department of Railways and Canals.

17 February 1882 Note from McGillivray

Attaches plan showing site of proposed bridge over the Rideau Canal (see data base). Mr. Wise considers it unobjectionable except that he would prefer open work of some description to the solid embankments between the west abutment and the shore.

21 February 1882 from Wise to Secretary Department

No objection to CAR acquiring certain Rideau Canal lands between the Rideau River and the Rideau Canal.

20 February 1882 from Wise to Secretary Department

Plan to cross the Rideau Canal. No objection, company might be given permission to proceed with their foundations. Had an interview with Mr. Shanly and he agreed with me that it would be better to have piers and openings which would not contract the channel and allow free delivery of water and silt brought down Patterson Creek. He would advise the contractor to alter his plans accordingly. This point should be insisted upon and a revised plan submitted without delay.

The skew of the bridge should afford boats approaching from either side a clear run through the opening which would be about 77'. The ends of the bridge, when open should be suitably protected.

Mr. Shanly said the descending grade would be amended.

25 February 1882 from Shanly to Wise

It is decided to substitute piling or some other description of open work for the embankment.

6 March 1882 OIC 414 is passed.

17 March 1882 from Shanly to Wise

Sends tracings of the position of CAR bridge over the Rideau canal as now intended to be constructed. A change of the railway line as originally designed has necessitated the shifting of the bridge site, though not in any material degree on that shown on the plan filed with the Department. The open bridge leaves two clear channels each 40' 3" in width, more directly in the line of navigation than those on the filed plan. Rest-piers will be constructed and "guards", and the spaces between the Canal Banks and the bridge abutments spanned by open pile work. All other conditions of Order in Council of 6th inst. will be carried out.

18 March 1882 from Wise to Department

Encloses plans. Swing bridge is now located 100 yards east of original location. No objection. Plan and plan of abutments included. (see data base).

1911 plans on file

Application for 1910-11 rebuilding of bridge. PC 1910-2386

13 January 1911 Order 12752

New deck plate girder swing span bridge.

6 January 1912 from GTR to Board

Encloses span diagram and plan for rebuilding the pivot pier of the Rideau canal Bridge, authority to reconstruct was granted by 12752 of 13 Jan 1911. Varies slightly from that approved.

24 January 1912 order 15838 is passed

14 May 1940 from CNR to BRC

The drawbridge carrying our tracks over the Rideau Canal is not interlocked and necessitates all trains coming to a full stop prior to passing over structure during navigation season. The stopping of westbound trains is particularly objectionable, as frequently it is necessary to provide assisting engines to get full tonnage trains into the Yard. The turning of trains Nos. 1 and 2 entering or leaving Ottawa station involves a backup movement and in one case a headon movement in the other around the wye and up to or over this bridge,

These movements, now requiring a drawbridge stop, would be considerably facilitated during the navigation season and made safer by the installation of interlocking. Also the elimination of stopping our trains before passing over the structure and the resultant difficulty of stopping out trains before passing over the structure and the resultant difficulty in again lifting tonnage trains would considerably reduce the smoke and noise nuisance in this area.

I therefore enclose for the approval of the Board five copies of plan SD. 1015

17 January 1940 plan SD 1015 Interlocking plant Rideau Canal Ottawa. Finally revised to 18 June 1940.

Number	Description
1	Signal for eastbound movements.
2	Eastbound derail locks main line switch normal.
3	Bridge coupler power switch.
4	Bridge coupler bridge lock.
5	Westbound split point derail, when open bolt locks main line switch normal.
6	Signal for westbound movements.

2 levers for home signals
2 levers for derails s.l.m.
2 levers for bridge couplers
6 working levers, no spares, 6 lever frame.

31 May 1940 from Signal Engineer, D.M. Noel to Mr. Kilburn

I made an inspection in company of Mr. Rodgers and Mr. Nelson of CNR.

The moves over this drawbridge were purely in the nature of yard moves and that all moves were necessarily slow. At present it is not necessary for all trains to come to a full stop before passing over the drawbridge. The stopping of full tonnage trains is quite a handicap for trains moving into the yard, also for the turning of long passenger trains going east and west.

The proposed protection consists of the installation of a home signal and a derail each side of the drawbridge and derail with bolt lock on each siding leading to the main line on each side of the drawbridge within the plant. The layout of the tracks in the field does not permit the installation of signal No. 6 and derail No. 5 as shown on the plan. In order to locate Signal No. 6 and derail No. 5 it will be necessary to rearrange switch No. 1 or switch No. 2 marked in red on the attached plan. At present switch No. 2 leaves the main line near the frog of No. 1 switch. Mr. Rodgers advised Switch No. 1 could be relocated back of switch No. 2 quite easily.

The proposed interlocking does not constitute a full interlocker as required under G.O. No. 547 inasmuch as there are no approach signals nor signals provided for movement out of the side tracks within the interlocker. Due to the slow movement of all traffic over this drawbridge and being within yard limits, I do not see any serious objection to the omission of the approach signals and signals for movements out of the yard switches.

I would recommend the approval of the proposed scheme with a speed restriction of ten miles per hour for all trains approaching the drawbridge, but that a corrected plan showing the correct track layout be submitted before the Order issues.

Plan SD.1015 revised from 17 Jan 1940 to 18 June 1940.

Plan SD.1015-1 18 June 1940 shows detail of switch and derail east of Rideau Canal.

2 July 1940 from Noel to Kilburn

The proposed location of the derail is just opposite the main line frog which is an unusual location but owing to the side track switch being so close to the main line frog, it is impossible to locate it otherwise without rearranging the track layout. As derail No. 5 and the derail on the side track will be interlocked with Signal No. 6 I see no objection to the proposed scheme so far as movements are slow.

8 Jul 1940 from Director of Operation to Kilburn

G.O. 547 required a plan and profile on each side of the drawbridge for a distance of one mile in each direction. Plan provided is not to scale.

The derail on one side of the canal is 160 feet from the canal while on the other there would appear to be only 26 feet between the derail and the canal. This is creating an unnecessary hazard as an engine running over such derail in fog, snow storm or under abnormal conditions would land up in the canal.

9 July 1940 from Kilburn to Director of Operation

You have not read the plan properly and have mistaken the switches for the derails. On the left hand side of the plan the derail is located 200 feet from the end of the bridge. On the right hand side the cabin is at 50 feet, the switch is in 160 ft and the derail is at 245 feet.

Under the present method of operation all trains are required to come to a stop before passing over this drawbridge and in the event of a train failing to stop before passing over this drawbridge there is no means of forcing them to do so in case the draw span is open, as the bridge tender has no means of stopping the train other than a hand signal. Under the proposed interlocking scheme, in case the draw bridge is open, the home signals would be against the train movements and in addition there would be derails to prevent the train going into the canal.

I trust that the correct reading of the plan will enable you to join with me in this recommendation.

9 July 1940 from Director of Operation to file.

Now that the plan has been marked up by the Engineering Department the plan is much more easily read.

One derail is located 200 feet from the end of one side of the bridge and another derail at 245 feet at the opposite end of the bridge. Such being the case, and with the 10 mph order in effect the installation would appear to be in order.

11 July 1940 Order 59374 is issued (see data base)**26 April 1941 from D.M. Noel, Signal Engineer to Mr. Kilburn**

On 25 April 1941 in company with C.H. Tillett, Signal Engineer and L.J. Hanson, Signal Superintendent CNR, I made an inspection of the interlocking plant at Rideau Canal near Bank Street Yard.

At the time of the inspection the plant had been completed with the exception of the installation of a switch for disconnecting the power from the bridge before lining the plant for train movements over the draw-bridge. Therefore it will be necessary to look at the interlocker again before an operating order is issued.

CNR have not yet made formal application for inspection.

6 May 1941 from CNR to Secretary Board

Installation has now been completed and would be obliged if the Board would make its usual inspection.

I assume that order 59374 constitutes an authority to us to operate over the bridge without bringing our trains to a stop. Will you be good enough to confirm this.

8 May 1941 from Noel to Kilburn

I made an inspection of the interlocker today and found that all work had been completed as provided in order 59374. Recommends that an order issue authorizing CNR to operate through the interlocking at a speed specified in order 59374 without their first being brought to a stop.

12 May 1941 order 60695 is issued.

End of file.

RG 46 vol. 1476 file 16558.1

Alignment of tracks in vicinity of Rideau Canal, across Main Street, Elgin Street and Echo Drive.

3 April 1911 from GTR to Board

Application for an order approving of proposed changes in alignment of tracks in the vicinity of Rideau Canal and the crossing of Main Street, Elgin Street and Echo Drive and for an additional track across Echo Drive. The additional track across Echo Drive is to replace one taken up some time ago..

Changes are made necessary by the reconstruction of the bridge across the canal approved by order 12752 of 13 Jan 1911.

Plans, profile and book of reference attached - GTR Proposed change of alignment in vicinity of Rideau Canal crossing Bridge 42 mile 134.39. 3 Jan 1911.

17 April 1911 from GTR to Board

Asks to have the order issued at the earliest moment possible as our Chief Engineer is anxious to put in the new bridge over the Rideau canal in the course of the next few days

and before that can be done it will be necessary to make the changes in alignment covered by this application.

19 April 1911 from City of Ottawa

Main Street

No objection to the change in the north track provided the gates are removed so as to protect both tracks.

Objected to moving the south track 20 feet southerly on account of the grade of the roadway which would be made steeper and on account of the increased distance between the tracks.

There are at present two tracks crossing Main Street and do not recommend that permission be given for more than two tracks and they should be kept the same relative distance from each other.

Echo Drive

Would recommend against second track .

The Committee on Railway Entrances is endeavouring to have the GTR tracks crossing the City entirely removed between Concord and Rochester Streets and it would be inconsistent for the City Council to grant permission for two more tracks until this matter has been decided. Do not recommend any more level crossings.

The location of the bridge on the abutments and steel columns in the subway would be moved 6 inches by the proposed new alignment. No objection provided the GTR guarantee the stability of the work when the columns have been changed. (this presumably applied to Elgin Street).

22 April 1911 GTR plan dated Apr 14 1911 proposed changes in alignment in vicinity of Rideau Canal.

This revises earlier plan with only two tracks across Main Street, only one track across Echo Drive and same alignment across Rideau Canal.

22 April 1911 Order 13476 is issued.

26 April 1911 from GTR to Board

Encloses 3 plans showing proposed changes to Elgin Street subway. This was struck off the list - not required.

End of file.

RG 12 vol. 1879 file 3268-70

22 March 1888 Petition

For the incorporation of the Ottawa and Parry Sound Railway.

Patrick Devine, Merchant; James Craig, Barrister at Law; Thomas Henderson, Contractor, all of the village of Renfrew; Stephen Whalen of Admaston twp.; Alexander

Johnson, Lumberman of Horton twp.; John S.G. Watson Merchant; William Harryett, Merchant; Claud McLochlin, Lumber Merchant; John R. Booth, Lumber Merchant; McLeod Stewart, Mayor of the City of Ottawa; Hon Francis Clemow, Senator; William R. Thistle, Lumber Merchant; Charles Magee, Banker; and Archibald Stewart all of the City of Ottawa; Hiram Robinson, Lumber merchant; William Mackey, Lumber merchant and Frank McDougall, Merchant, all of the City of Ottawa.

From a point on the Canadian Pacific at or near the village of Renfrew to the village of Eganville and from thence by the most convenient and feasible route to some point at or near Parry Sound.

8 March 1888 Petition from people living in the village of Eganville and in the district

Application for a subsidy for a railway from Eganville westward to Brudenell, 28 miles. Small scale plan attached.

30 April 1890 from J.R. Booth, Canada Atlantic to Sir John A. MacDonald

Asks for a subsidy for 30 miles westward from Eganville to Barry's Bay.

29 May 1890 Petition from Ottawa and Parry Sound Railway Co

Petitioners empowered to amalgamate with the Ottawa, Arnprior and Renfrew. Wishes an act to confirm the amalgamation with the Ottawa, Arnprior & Renfrew.

29 March 1892 from OA&PS

Acknowledges receipt of certified copies of plans profiles and books of reference through twp of Jones & a portion of Lyell.

Maps transferred to 78903/47

14 April 1892 petition from Booth, OA&PS

Obtained subsidies for Renfrew to Eganville and from Eganville westward for 30 miles. Government could not subsidize between Ottawa and Renfrew because this passed through settled country. Asks for a subsidy from Barry's Bay to a crossing with the Northern Pacific Junction Ry., 105 miles.

Hope to start construction this summer.

Of the 50 miles of this line westward of the N&PJ about half is built and in operation and it is expected the other half will be completed this year.

1892 Plans profiles and books of reference

Taken off file, in NMC and RG 12 vol. 2700.

16 September 1892 OIC 2466 is passed.

14 October 1892 OIC 2645 is passed

1 March 1893 From Board of trade of City of Toronto

Completion of the OA&PS would be disastrous for Toronto because it would divert the lumber trade down the Ottawa River Valley rather than through Toronto.
Trenton also objected as well as Port Hope

1893 More plans profiles and books of reference taken off file

21 April 1893 Court action with the OA&PS (plaintiffs) Atlantic & North Western (defendants)

Defendants have no right to locate their line upon the line of the plaintiffs as already located and laid out and the defendants have no right to cross the located line or to take any portion of the land embraced in the plaintiffs line.

Defendants plans deposited in the registry office for Renfrew County for a railway within twps. of Hagarty, Sherwood and Jones are cancelled.

Defendants not to trespass

Defendants to pay the plaintiffs costs.

7 September 1893 from Fleck Secretary of OA&PS

Please send an engineer to inspect that portion of our railway now completed between Ottawa and Arnprior.

12 September 1893 from Collingwood Schreiber to secretary

Mr. Ridout inspected the OA&PS between Ottawa and Arnprior, 35 ½ miles. Company are building a substantial road and that it is sufficiently advanced towards completion to warrant it being safely opened for Public Traffic, speed over trestles at 7 ½ and 30th mile not to exceed 15 mph.

Recommend authority be given to open the road for public traffic.

13 September 1893 Collingwood Schreiber to Fleck OA&PS

Section between Ottawa and Arnprior is in safe condition to open for public traffic.

Minister sees no objection to its operation.

27 November 1893 OIC 3030 is passed

9 December 1893 from Fleck to Department

Please send an engineer to inspect that portion of our line between Arnprior and Renfrew which is now completed and which we are desirous of having open for traffic.

14 December 1893 from Schreiber

OA&PS between Arnprior and Renfrew is completed and in excellent running condition and I suggest that authority be given to open to for public traffic.

14 December 1893 from Schreiber

OA&PS between Renfrew and Eganville is in good running condition and that subject to the approval of the PCRC of the crossing of the K&P at rail level near Renfrew station I

suggest that this section is sufficiently advanced to warrant authority to open it for public traffic.

22 January 1894 from Fleck OA&PS

Asks to please complete the inspection of the section between Renfrew & Eganville.

26 January 1894 from Schreiber to Minister

OA&PS between Renfrew & Eganville is completed according to contract.

31 January 1894 OIC 277 is passed

5 February 1894 from Canadian Pacific

Acknowledges receipt of application of OA&PS for extension of time for completion of two bridges across this company's lines of railway.

9 February 1894 from OA&PS

Plans of two iron bridges, one skew plate girder 67ft overall and one skew plate girder 70ft overall. These bridges are for the overhead crossings of the CPR and the St.L&O

12 May 1894 from OA&PS

10 miles of railway beyond Eganville will be completed and ready for inspection next week

25 May 1894 from Collingwood Schreiber

Section between mile 73 ½ and 83 ½ has been inspected and is in good running condition and recommend that authority be given to open it for public traffic.

27 April 1894 from Chief Engineer's Office OA&PS

Gives reasons why they should be allowed to build trestle bridges shown on plans.

From Scotia Junction

31st mile - impossible to fill up gully.

32nd mile - across marsh, no fill available.

36th mile - soft marsh, not enough fill available.

38th mile - lack of material

39th mile -

40th mile -

5 June 1894 OIC 1656 is passed.

11 August 1894 from OA&PS

Second ten mile section west of Eganville will be ready for inspection on 15th inst.

24 August 1894 OIC 2556 is passed

4 September 1894 OIC 2704 is passed.

21 July 1893 from Shaughnessy, CPR to Minister

The line between Eganville and CPR was commenced and opened in 1892. Although the line was inspected and accepted by the government engineer no subsidy has been paid - company failed to enter into an agreement. Asks for subsidy.

20 September 1894 from OA&PS

Eganville to Barrys Bay is ready, first 20 miles has been inspected and would ask that you inspect the remaining 12 miles.

24 September 1894 from Collingwood Schreiber

Section from 20th mile west of Eganville to the 32nd mile has been inspected. First five miles are sufficiently completed to warrant trains being run at express train speed. For the remaining 7 miles trains should be limited to 10 mph.

2 October 1894 from OA&PS

3rd 10 mile section west of Eganville will be ready for inspection on 6th inst.

9 October 1894 from Thomas Ridout

Inspected yesterday the 3rd ten mile section west of Eganville.

Alignment and grades conformed to plans.

Line has been cleared to the full width 50ft each side of centre line.

Four public road crossings wooden cattle guards, sign boards and approaches completed.

20 farm crossings with gates and approaches.

Grading finished and in good shape.

Culverts - details

Bridge Burgess creek - 1 span 17ft clear rolled iron girders, very good masonry abutments.

Permanent way 72 lbs. steel, 2800 ties to the mile, ballasted throughout.

No station buildings as none are required. The next station beyond is at Barrys Bay which is about completed.

Rolling stock

4 locomotives; 2 1st class pssgr cars; 2 2nd class pssgr cars; 3 baggage mail & express; 100 platform; 2 snow plows.

Leased - 6 locomotives; 150 platform

All other rolling stock required is furnished by the CAR.

7 November 1894 from OA&PS

1st ten mile section west of Barry's Bay will be ready next Monday 12th inst.

15 November 1894 from Collingwood Schreiber

Inspection of 1st ten miles west of Barrys Bay. Good and built according to contract.

Steel rails called for are 56 lbs. whereas the road is being laid with 72 lb. Where wooden superstructure of bridges are called for steel superstructures have been introduced.

16 November 1894 OIC 3415 is passed.

3 December 1894 from OA&PS

2nd ten mile section west of Barrys Bay will be ready for inspection this week.

29 January 1895 OIC 217 is passed.

15 April 1895 from J.R. Booth to Minister

Asks for subsidy of \$6,400 per mile for 42 miles from Lake of Two Rivers to a point in the twp. of Bethune.

18 April 1895 Petition from electors in South Renfrew

Asking that the government oblige the OA&PS to reopen the station at Barrys Bay as it was largely built with public funds and is now closed on account of a private quarrel with an individual land owner. New station was built two miles into bush land. Frank Stafford and Mrs. Ellen George refuse to deed the railway a free specific grant of lands which the company says they need. Parties offered to the railway the right of way and two acres free for a railway station before the construction. Railway changed the survey cutting off the necessary land in the said parties buildings which was required for their business and depriving them of access to the rear of their lots and they refused to give the land exacted under the new survey but were willing to give the free grant according to the line set out in the registered plan.

Land is level and the railway could make the change in one day.

6 June 1895 Lease of Ordnance Lands

Copy of the contract.

24 September 1895 from OA&PS

Ten miles from Long Lake now ready for inspection.

1 October 1895 from Collingwood Schreiber

10 miles from 82nd to 92nd mile (10 miles between 30th and 40th west of Barrys Bay is completed according to contract.

2 October 1895 OIC 2911 is passed

12 November 1895 from OA&PS

We are ready with a further 10 mile section for inspection.

16 November 1895 from Brophy

I inspected on 14th inst. 10 mile section from 92nd mile to 102nd mile.

Clearing completed

Fencing being through bush land no fences have been erected

Grading has been completed except for those portions of the line on which temporary trestles have been erected.

Alignment & Grades appear to be according to plans

Culverts - details

Permanent Way 72 lb. steel rails angle plates 24"

Ties 2600 per mile

Ballast where grading is completed is fully ballasted.

Buildings no stations on this section

Bridges

Madawaska River near mile 102. Abutments for a steel bridge 50ft clear span have been completed . Steel girder bridge is now on the way and expected to be completed by next Monday.

Temporary pile trestles - detailed description.

With the exception of the temporary pile trestles amounting to 11,130 lineal feet and the steel girder bridge this section is completed according to contract.

19 November 1895 from Minister

Authorizes the erection of trestle bridges at the following points:

92; 94 3/4; 95; 95 1/4; 95 3/4; 96 1/6; 96 1/2; 96 2/3; 97; 97 1/6; 97 3/4; 98 1/3; 99 1/4; 99 2/3; 100 1/6; 103; 103 1/4; 104 1/2; 106 1/2; 107 provided these are all made solid earthen embankments next summer with the exception of 92, at which point 12 or 14 bents are to be made permanent and 104 1/2 also at point 96 2/3 where there is to be one 14 feet opening as a timber road.

19 November 1895 from OA&PS

Plans of trestles between 92nd and 107th mile.

25 November 1895 from OA&PS

We are ready with a further five mile section for inspection.

25 November 1895 OIC 3395 is passed

30 November 1895 from Collingwood Schreiber

Mr Caldby(?) inspected from mile 102 to 107 and reports that the road is well and substantially built according to contract.

4 December 1895 from OA&PS

Plans for an overhead crossing on the line of the OA&PS now under construction to allow the OER to be carried under the Parry Sound Railway to the Experiments Farm. Application has been made the Railway Committee. As the bridge is under construction I would like to have the plans approved as soon as convenient.

4 December 1895 OIC 3484 is passed

16 December 1895 from OA&PS

We have our Central Station and approaches at the Canal basin ready for inspection.

20 December 1895 from Collingwood Schreiber

I have inspected the section of the OA&PS from its junction with the CAR to the Canal Basin and have to report that it is in perfectly safe condition to be opened for public traffic.

28 February 1896 from Booth

Asks for additional subsidy.

18 June 1896 from OA&PS & CAR

By law No. 27 of CAR for approval which is #8 of OA&PS

29 June 1896 from OA&PS & CAR

Further bylaws CAR #27, OA&PS #8, CAR #28, OA&PS #9, excess baggage tariff.

17 December 1896 from CAR Fleck

Pleased to order an inspection of our line for the purpose of opening it for traffic.

22 December 1896 from Collingwood Schreiber

Inspection of the OA&PS line from Ottawa to Parry Sound. Safe condition for public traffic.

24 December 1896 from Secretary to OA&PS

Road is in a safe condition to be opened for public traffic.

13 August 1897 from Thomas Ridout

Yesterday I inspected the section of the OA&PS from 55th mile west of Barrys Bay to N&P Junction at Scotia.

Full details.

28 December 1898 from E.V. Johnson

Inspected on 30th the section across Parry island from Rose Point bridge.

Full details

7 April 1900 Petition from North Lanark Railway

Book of reference and detailed route description.

Correspondence, inspection reports for the section near Parry Sound.

1 July 1891 from Marcus Smith

Inspection 10 miles from Scotia Junction - full details.

10 September 1895 from Thomas Ridout.

Inspected 82nd to 92nd mile from Renfrew.

Conforms to contract.

Bridge mile 83 ½ L'Amable Creek one span 30ft clear steel plate girder, good first class masonry abutments, limestone, laid in Portland Cement.

89 ½ third crossing of Madawaska River, one span 70ft clear through steel plate girder on first class masonry abutments, limestone laid in Portland cement.

Stations

83 ½ Mountain siding

90 ½ Whitney station. Very good passenger station house on masonry foundations well finished and heated with hot air - separate freight shed, siding 2000 ft.

There is also a large yard for the shipment of lumber from Whitney Saw Mill which is very extensive. There is about 1 ½ miles of siding in this yard also a branch of ¾ mile leading to mill.

Large frost free tank 60,000 gallons, water pumped by steam. There is also a turntable and one stall engine (house?) in yard.

This section may therefore be considered as completed.

3 May 1899 petition from town of Parry Sound

Complains about the location of the station and asks for a grant for a branch line, 5 miles long.

13 November 1894 from Francis J. Lynch

I inspected the section from 52nd mile west of Renfrew to 62nd mile, commences two miles east of Barrys Bay and is almost entirely through forest.

Completed in accordance with contract except for temporary trestles at 57 ½; 58 ½; 60 ¼; 60 ¾; 61 ¼.

Casson Creek bridge, rivetted plate girder span of 23' 6".

At Barrys Bay station grounds there is a well finished and convenient station building. There are two permanent sidings and a Y. A 60,000 gallon tank is partly erected but there is at present ample supply of water now obtained by syphons a short distance both east and west of the station.

A complete list of rolling stock accompanied Mr. Ridouts last report.

24 September 1894 from Francis Lynch

I inspected on Saturday last the section from 20 mile west of Eganville to 32rd mile.

The first five miles are full ballasted, lined and surfaced. A first lift has been placed on three miles and for four miles the track is laid on the roadbed. Rails are 72 lbs. and full ties throughout.

I recommend trains be allowed to run at express train speed on the first five miles and at the rate of 10mph on the last seven miles.

19 October 1894 OIC 3129 is passed.

18 August 1894 from OA&PS

3rd ten mile section will be completed and ready for inspection on or about 29th inst.

20 August 1894 from Booth

Revised plans, first location did not touch the Opeongo waters at a point where products of the forest could be handled. Tried a line five miles west. Resulted in a location less expensive with same maximum grades but a greater number of curves but none exceeding 6 and whilst the country west is fit for settlement that on the south or old line is barren and unfit.

The road already constructed from Ottawa to 20 miles beyond Eganville is first class in every respect and the 40 miles west of Barrys Bay now well advanced in construction will be equally so with the exception of a slight average increase in curvature.

16 January 1895 from Frances Lynch

Yesterday I inspected the superstructure of the Madawaska River Bridge 74 3/4 mile west of Renfrew.

Through steel truss bridge 90 feet clear span. Now completed, the false works are removed and construction trains are running over.

Appears very strong structure with very little vibration under the passage of trains. The ironwork is painted and is to receive another coat in the spring. Ties, guard rails etc.

8 March 1897 Petition from electors of South Renfrew.

Barrys Bay is in a level and well settled country.

OA&PS has made Madawaska, 12 miles west, a divisional point, a place which is a complete wilderness wholly uninhabited and of considerable distance from any settled district but in the midst of Mr. Booths timber limits. Government should insist that the company put its divisional point at Barrys Bay and pay its debts.

11 February 1897 from Frank Stafford to Minister Blair

In March 1894 as owner of the lot on which the railway station at Barrys Bay is built I offered the railway the right of way across my land according to their registered plans and two acres free for station grounds.

The company made a subsequent survey coming 90 feet nearer and cutting off the yard of my buildings and then erected a tank at my back door. A difficulty arose between us in consequence of their action and the railway station closed the station during five months to compel me to deed them the land in question.

John R. Booth and I then arranged that on my executing a conveyance of the required land he would, in return, allow me water from the tank for household purposes and also for fire protection on account of the increased risk to my buildings by closer proximity of locomotives one of which had set some logs on fire close to my shed a short time previous. This promise was made by Mr. Booth but he expressed himself as not desirous of making a condition of the deed.

OA&PS sent a draft letter for signature - gratuitous gift of the water when available.

I wanted the water in return for the deed of the land but would not allow the company to cut it off when it liked - the moment I incurred the expense of arranging the conduit pipes in my house.

Gift of water is part consideration for my land and I only ask the use of the water while the tank and track are in close proximity to my buildings.

As the company has now refused to allow me the use of water under any consideration and as I have no redress in law I would ask that the government give no further subsidy to a railway company that obtained land under such circumstances and thereby invest them with further power to coerce one of your followers who has given many years of party service.

28 April 1897 from Wilbrod & MacDougall, barristers and solicitors

Acting for a number of persons who have done work and supplied materials to the OA&PS.

Lists them in detail and amount claimed.

Understand that some part of the bonus is unpaid and would hope that these parties would receive the same favourable consideration as given by the Ontario Government in the recent case of the Central Counties Railway branch from Rockland to South Indian. The unpaid bonuses were used in liquidating the indebtedness of the subcontractors to their workmen and persons who had supplied materials

Privy Council Railway Committee 15 January 1892

Application by City of Ottawa for an order requiring the CAR to reduce the number of their tracks crossing Elgin, Metcalfe and O'Connor Streets.

City claimed that CAR had no authority to place more than one track or at most two across these streets. There were six at Elgin Street. OER had been prevented from going south of Elgin Street owing to the existence of these tracks.

Bank Street was blocked by shunting of cars for hours together, the company uncoupling their trains to let electric cars pass. Since the opening of a lumber yard in the vicinity the obstruction has enormously increased.

CAR, in reply said that O'Connor Street at the point of crossing had been declared not to be a highway and so had Metcalfe Street. Elgin Street ended at the Exhibition Grounds and was a mere cul de sac and there are problems only when people are attending the showgrounds. The shunting at Bank Street was exaggerated. No case had been made for the company to remove their yard. The site had cost them \$150,000 – to \$200,000 including the land, grading and the laying of the tracks.

The City wanted to ensure people could use Elgin Street to get to the Exhibition Grounds. Wanted the railway to move the yard to the east of the Rideau Canal and would be willing to meet the railway in any reasonable way.

The Committee decided to adjourn to give the City the opportunity to submit plans for an alternative scheme and to arrange the amount of compensation they are prepared to make to the Company for the removal of their tracks.

Reids Farm RG 46 M 2000012780 Acc. no. 77803/23 1096 F. 16.

Reids Crossing was 900' west of Queen Street crossing. This is presumably m. 93.29 Renfrew sub. Cattle underpass was 700' west of Queen Street crossing Land was taken under an award 9 Jun 1893 area 2.59 acres, paid \$4757.20. Filed with PCRC with No. 7592.

Plan 16 Aug 1889 showing crossing of OA&PS and CA Railways by Ottawa Electric Railway at Elgin Street. PCRC No. 7711.

To the north of the OA&PS and CA Main Line are 3 tracks and to the south are three tracks. Gate on outside on each side.

Privy Council Railway Committee 7 October 1892

Application by OA&PS for approval of the place and mode of protection of a proposed crossing, at rail level, on lot 15 in the 2nd concession Ottawa Front of Nepean twp by that railway of the Canadian Pacific as shown on plans enclosed.

Shaunessy for the CPR opposed the crossing at this particular point, this being the main line of the CPR and both passenger and freight trains passing over this portion of the line being particularly heavy and the grade being the steepest on the road between Ottawa and the Rocky Mountains. CPR considered the point would be most dangerous for a crossing at rail level. By giving the new line a grade of 40 feet to the mile they could cross the CPR at the legal height and he thought they should be made to do so.

Mountain, for the OA&PS, said that to get the necessary depth of 21 feet 6 inches for an undercrossing would bring his line considerably lower than the waters of Lake Duchesne and it would cost \$50,000.

Mr. Clark for the CPR said that the object of the two railways should be considered in deciding how far one should give way to the other. CPR was a transcontinental line, the stopping at many points is a serious matter to them but to a small road it would not be of so much consequence.

Matter was adjourned for further plans to be submitted and a report by a government engineer.

Privy Council Railway Committee 28 October 1892

Application by OA&PS for approval of plans and profiles attached of a proposed overhead crossing of the St. Lawrence and Ottawa Railway (Canadian Pacific) in Dalhousie ward in the City of Ottawa.

Mr. Christie, for the OA&PS, said he understood the only dispute between the two companies was that the CPR wanted the opening between the abutments to be 100 feet

while his company proposed 40 feet. The StL&O was a small line running from Ottawa to Prescott with a single track and he submitted the width of the opening was quite sufficient for all of the purposes of the railway. The crossing was virtually at right angles. He referred to similar crossings of important roads in Canada and the United States which had openings about the same width and some even less. He had been unable to find any place where there was a width of 100 feet.

Mr. Clark, for the CPR, said the CPR opposed most earnestly an overhead rail crossing unless it had a clear span over the track. His company had experienced great difficulty in different places because ample space was not provided for originally. There was no engineering trouble in making the bridge a clear span. OA&PS expect to save money by putting pillars on the CPR but which would be serious obstacles to the latter company. One company should not be allowed to interfere unnecessarily with the land required for railway purposes by another railway. OA&PS had not been fortunate in their inquiries about the span of bridges on other roads.

Mr. Shaunessy, for the CPR, said the width of the road to be crossed was 99 feet.

There was discussion of the additional costs incurred with a wider span and for an iron bridge as compared with a wooden one.

Committee preferred to give its decision in a few days.

Privy Council Railway Committee 28 October 1892
Continuation of discussion of OA&PS crossing of CPR on lot 15 2nd concession
Ottawa Front, Nepean twp.

Discussion of a report by Collingwood Schreiber of government inspection. Also discussion of costs of an overhead crossing and of the practicability of stopping heavy trains going down the grade leading to the proposed point of crossing and the difficulty there would be in pulling the train up the grade after being stopped at this crossing.

Privy Council Railway Committee 1 November 1892
Continuation of discussion of OA&PS crossing of CPR on lot 15 2nd concession
Ottawa Front, Nepean twp.

Mr. Albert Hudson, Locomotive Engineer on the CPR was called, sworn in and then examined by the Committee.

The following CPR employees were also sworn and examined:

Mr. Aaron James Barr – locomotive engineer
Mr. J.B. Eddy – Master Mechanic
Mr. William Anderson – Conductor
Mr. H.B. Spencer – Assistant Superintendent

Mr. MacPherson – Divisional Permanent Way Engineer

Hearing was adjourned.

Privy Council Railway Committee 2 November 1892
Continuation of discussion of OA&PS crossing of CPR on lot 15 2nd concession
Ottawa Front, Nepean twp.

OA&PS informed the Committee that they had agreed upon terms of the order to be issued in this case and in the case of the crossing of the StL&O.

Privy Council Railway Committee 22 November 1892
Continuation of discussion of OA&PS crossing of CPR on lot 15 2nd concession
Ottawa Front, Nepean twp.

Submitted a draft order prepared jointly by the OA&PS and the CPR and an agreement signed by both parties dated 2 November 1892.

The Committee confirms the agreement and approves of the draft order – and the parties having agreed that the crossing should not be a rail level but overhead. Committee approves on the following conditions:

- (1) On or before the 1st day of January 1894 the OA&PS shall construct at the said place and shall thereafter, at its own cost, maintain an overhead iron bridge sufficient to carry its railway above and across the CPR and of such strength and dimensions and of such design and material and workmanship as the Committee or any Engineer by it appointed for that purpose may from time to time direct, all of its parts being of such height above the tracks of the CPR as will from time to time and at all times meet the requirements of the law and of every order or direction of the Committee which may be made in every respect thereof and at such distance apart as will always leave a clear opening from top to bottom of at least forty five feet at right angles for the exclusive use of the CPR.
- (2) Until the 1st January 1894 the OA&PS may make and use the said crossing by an overhead wooden bridge at the said place of such design as the Chief Engineer of Railways may direct, the clear opening at right angles being not less than 18 feet.
- (3) CPR shall make no claim for the use of any land now occupied for its right of way which may be occupied by the OA&PS in constructing or using the said overhead crossing.

Privy Council Railway Committee 22 November 1892
Continued discussion on application by OA&PS for approval of plans of a proposed
overhead crossing of the St. Lawrence and Ottawa Railway (Canadian Pacific) in
Dalhousie ward in the City of Ottawa.

Agreement between the two parties dated 2 November 1892 was submitted and approved.

1. On or before the 1st day of January 1894 the OA&PS shall construct at the said place and shall thereafter, at its own cost, maintain an overhead iron bridge sufficient to carry its railway above and across the railway operated by the CPR and of such strength and dimensions and of such design and material and workmanship as the Committee or any Engineer by it appointed for that purpose may from time to time direct, all of its parts being of such height above the tracks of the CPR as will from time to time and at all times meet the requirements of the law and of every order or direction of the Committee which may be made in every respect thereof and at such distance apart as will always leave a clear opening from top to bottom of at least sixty feet at right angles for the exclusive use of the CPR.
2. Until the 1st January 1894 the OA&PS may make and use the said crossing by an overhead wooden bridge at the said place of such design as the Chief Engineer of Railways may direct, the clear opening at right angles being not less than eighteen feet.
3. CPR shall make no claim for the use of any land now occupied for its right of way which may be occupied by the OA&PS in constructing or using the said overhead crossing.

Privy Council Railway Committee 18 April 1893

Application by the OA&PS for the approval of the place and mode of protection of a proposed crossing at rail level by their railway of the CPR in the Town of Arnprior.

OA&PS proposed to make the crossing about 1300 or 1500 feet west of the present CPR station.

Mr. Clark, for the CPR, objected that the crossing would be too near to a siding that it would be impossible to get a full length train there without coming into contact with the siding. CPR asked for an overhead crossing and, if necessary they would contribute to the cost.

Mr. Christie, for the OA&PS, said the overhead crossing would be an excessive cost.

Mr. Mountain, for the OA&PS, then examined. The Chairman suggested that the placing of the crossing a further 500 feet to the west than that selected. OA&PS had no objection to this except that it would cause an increased grade of 2 or 2½ feet per mile.

Mr. Booth was also involved in the discussion.

Matter taken into consideration.

Privy Council Railway Committee 19 April 1893

Further discussion on application by the OA&PS for the approval of the place and mode of protection of a proposed crossing at rail level by their railway of the CPR in the Town of Arnprior.

Chairman informed the parties that the Committee is of the opinion that OA&PS should have the right to cross at rail level but at a point at least five hundred feet west of the crossing point proposed by the OA&PS.

With regard to the suggested overhead crossing the Committee will not alter its policy of allowing railroads to cross at rail level – that, if it is at all possible for the companies to come to an agreement to have an overhead crossing, an overhead crossing should be made.

If the parties cannot agree to an overhead crossing the Committee will approve a crossing at rail level at least 500 feet west of the crossing place proposed by the OA&PS and that the OA&PS shall provide, construct and thereafter maintain an interlocking signal arrangement.

Privy Council Railway Committee 10 October 1893

Further discussion on application by the OA&PS for the approval of the place and mode of protection of a proposed crossing at rail level by their railway of the CPR in the Town of Arnprior.

Report by the Chief Engineer being favourable order will issue.

Privy Council Railway Committee 16 December 1893

Further discussion on application by the OA&PS for the approval of the place and mode of protection of a proposed crossing at rail level by their railway of the K&P in the village of Renfrew.

Mr. Christie appeared for both railways and said that there were few trains and asked that the semaphore signals at present provided might be continued, subject to any arrangements that the Committee may see fit to make in the future. Favourable report from government engineer.

Committee approved of the place and mode of the proposed crossing, the said crossing to be protected by an interlocking switch and signal system, with derails by and at the expense of the OA&PS whenever the Government Chief Engineer of Railways for the Department of Railways and Canals shall report the same to be required. In the meantime the crossing to be protected by semaphore signals erected at not less than 1500 feet from the place of crossing and to be worked from a signal tower to be built at the place of crossing.

Privy Council Railway Committee 15 Dec 1893

Application by OER of a double track crossing of the CAR at Bank Street.

There being an agreement between the two parties the Committee approved the additional track – an order will issue accordingly.

RG 46 Accession no. 1992-93/066

Bridge carrying the tracks of the OA&PS over the CPR in lot 5, conc. 2 Nepean twp.

14 Sep 1892 Letter from OA&PS (A.W. Fleck secretary) to Privy Council

Asks for approval of plans to cross CPR on the level and the place and mode of protection of proposed crossing. Asks that order be made quickly as our construction is to a point on each side of the crossing.

17 October 1892 Letter from Collingwood Schreiber Chief Engineer of Canadian Government Railways to Secretary Railway Committee.

On 14 October, accompanied by Mr. Ridout, I visited the proposed site for the crossing of the CPR by the OA&PS near Bells Corners. We were met by McPherson of the CPR and by Mr. Booth and Mr. Mountain representing the OA&PSR. We first ran by train up to the site for the crossing at rail level proposed by Mr. Mountain, viewed the grounds and heard the opinions of both parties. We then proceeded to the site of the proposed overhead crossing proposed by Mr. McPherson and listened to all the parties had to say in connection with that proposition.

My general feelings on crossings are that where an overhead or under crossing can be had at a reasonable cost and without materially degrading the character of the location it should in all cases be adopted in preference to a crossing at rail level.

The position of the two proposed crossings are about 4000 feet apart, the alignment on the location for a crossing at rail level is slightly more favourable than the alignment on the line for the overhead crossing but it is so immaterial that it should not form an objection to the adoption of an overhead crossing. The items to be considered are, first cost, second delay in construction of the OA&PS owing to the hindrance of proceeding with the work of tracklaying. It is my opinion that the site selected for a crossing at rail level is very favourable for such a crossing being flat for some distance on either side of the CPR and the grades on both roads are very favourable for a distance of 3000 feet from the proposed crossing. On the CPR at about 3000 feet west of the proposed level crossing a heavy grade commences westward but it is at such a distance from the crossing that it can scarcely be considered a source of danger.

The site of the proposed overhead crossing is about 4000 feet west of the site of the proposed crossing at rail level and about 1000 feet west of the foot of the heavy grade referred to. The general surface of the ground at this point is about 13 feet below the level of the rail on the CP and to give a clear headway of 21 feet between the top of the rail on the OA&PS and the underside of the bridge to carry the CP, adopting the general ground surface for the grade of the OA&PS would necessitate raising the grade of the CPR at this point about 12 feet making the embankment 25 feet in height running the grade on a level west until it struck the present grade line of the CP, and eastward running of the grade down forty feet to the mile until it met the grade of the CPR.

I have had an estimate prepared for the difference in cost of constructing an overhead crossing as suggested by Mr. McPherson and a crossing at rail level as suggested by Mr. Mountain which amounts in round figures to \$40,000.

If an overhead crossing is to be made I strongly favour Mr. McPherson's location as it would best meet the interests of both roads. The undercrossing at the site of the proposed crossing at rail level as suggested by Mr. McPherson as an alternative would, I estimate, cost about \$73,000.

The information I have given will, I trust, be sufficient to enable a decision in the matter to be reached.

Your obedient servant.

24 October 1892 Letter from McPherson, CPR to Collingwood Schreiber

Attaches a plan showing a proposed diversion of the OA&PS in order to obtain a subway under the CPR near Graham Bay. The quantities east of the CP could be materially lessened by swinging the first tangent to the right and locating the subway on a curve.

25 October 1892 Letter from McPherson to Schreiber

Attaches supplemental plan showing alternative location placing the subway on a 3 degree curve which would materially reduce the quantities in the cutting.

28 October 1892 Rough notes of McPherson

Estimate of crossing on level as opposed to overhead crossing.

	\$
Grading of approaches	1680
Signals, interlocking apparatus	3000
Day and night signalmen capitalized at 4%	24000
Total	28680
Grading	1680
Excess of grading to raise approaches	19620
Grading approaches of public road	1720
Grading approaches to farm crossing	1360
Masonry of railway subway	9000
Girders for 30' span	1200
Total	34580
Difference	5900

Draft Nov 2 1892

CPR to permit OA&PS to cross over the St. L&O from now to 1 Jan 1894 on a temporary trestle with a space sufficient in width not to interfere with their present single track not

less than 18 feet at right angles to be replaced on or before 1 Jan 1894 by a permanent overhead bridge with an opening 60 feet in the clear at right angles, no charge to be made by the CP for the land occupied by such crossing. Also to allow the OA&PS to cross over their main line at the Nepean crossing up to 1 Jan 1894 on a temporary trestle of sufficient width not to interfere with their present single track to be replaced on or before that date by a permanent overhead bridge giving an opening of 45 feet in the clear at right angles no charge to be made by the CPR for the land occupied by the crossing, immediate possession of the land being required for both crossings to be given to the OA&PS also the CPR to haul all the timber required for the Nepean crossing from Ottawa to said crossing free of charge and to allow the same to be unloaded on their right of way at the point of crossing, the junior coy to do all the loading and unloading. The junior company to maintain the structure at all times as required by law and by any direction of the Railway Committee. If the CPR find it objectionable to allow the loading of this material on their main line then they shall furnish the iron rails and switches for a siding, the junior coy finding all other labour and materials necessary for such.

22 Nov 1892 Order from the Chairman of the Railway Committee

Carleton Place/Renfrew See data base

22 Nov 1892 Order from the Chairman of the Railway Committee

Prescott/Renfrew See data base.

9 January 1894 Letter from Thos. Tait, Asst GM of CPR, Montreal to E.J. Chamberlin, GM OA&PS with copies to Collingwood Schreiber, Secretary of Railway Committee.

I beg to call your attention to the fact that Order of the Railway Committee of the Privy Council dated 22nd day of November 1892 which approved of the overhead crossing of the St. Lawrence and Ottawa Railway in the City of Ottawa as shown on the plan thereto attached was made expressly on the condition that on or before 1st day of January 1894 the Ottawa, Arnprior and Parry Sound Railway should construct at the said place and at its own cost an overhead iron bridge sufficient to carry its railway above and across our road according to the description therein more fully given.

This condition not having been fulfilled and authority from the Railway Committee contained in the said Order under which your Company's trains have been crossing our Road on an overhead wooden bridge, having expired on 1st instant, I have to notify you to discontinue crossing our Road with your trains.

I have to ask that you will give instructions to this effect at once and advise me that you have done so, as otherwise we will be obliged to remove the said overhead wooden bridge from our property.

A second letter was sent on the same date with the following modification in the first paragraph:

...overhead crossing of the Canadian Pacific Railway on Lot No.5 in the 2nd Con. Of the Township of Nepean as shown on the plan

11 January 1894 Letter from Chamberlain, OA&PS to Thos Tait, CPR

I reply to your letter of the 9th instant, respecting the crossing in Nepean, of the Canadian Pacific Railway, by the Ottawa, Arnprior and Parry Sound Railway, under the authority of an Order of the Railway Committee of the Privy Council dates November 22nd, 1892, I desire to point out to you that the terms of said Order are not as mentioned and implied in your letter also, that under the Order in question, your Company has no authority whatever nor any right to touch, or in any way disturb the structure in question, or any portion of the works of the Ottawa, Arnprior and parry Sound Railway Company.

The facts re, that immediately after granting of the Order referred to, the works in connection with the overhead crossing were commenced and vigorously prosecuted and as early in the season as the weather would permit, the abutments were commenced and without delay whatever were pushed forward to completion.

These abutments are 31 feet high made of solid concrete masonry and very massive. The Chief Engineer has deemed it advisable to allow a reasonable time to elapse before erecting upon the abutments the heavy superstructures. No delay in the works has been permitted and the time occupied has not been unreasonable. It is my desire and intention that the work should be completed without any loss of time, but nothing will be done which may in any way impair the stability of the work. You have also enclosed with the former letter, one referring to the crossing by the Ottawa, Arnprior and Parry Sound Railway of the St. Lawrence and Ottawa Railway, and although such letter was not signed, I desire as the facts and circumstances about this crossing are identical with the former, that this my reply shall be accepted by you as an answer to both letters. I would add for the information of your Company that the bridges have both been ordered and will be erected at the earliest possible moment consistent with the stability of the abutments.

Trusting that this explanation will be satisfactory to your Company.

3 February 1894 Letter J.R. Booth, President OA&PS to Hon John Haggart, Chairman, Railway Committee.

Attaches copies of correspondence with CP

I regret that these crossings were not fully completed at the time mentioned on the Order of the Committee, the reason of which was that the Concrete work in the abutments was finished quite late in the Fall after the cold weather, notwithstanding that we had worked steadily all summer, and as it is a well known fact that concrete does not set or harden after a certain degree of cold, our Engineer did nor deem it advisable to risk the heavy superstructures on comparatively green concrete.

The abutments at both crossings are constructed ready to take the superstructures when they are sufficiently hardened.

I would respectfully ask that the time for completion be extended into next June in order to allow the concrete to set in warmer weather.

I may add I am not aware, nor does Mr. Tait allege, that the temporary structures in any way interfere with the free working of the Railways which has been passing thereunder since the order was given.

9 February 1894 Orders of Railway Committee issued for both crossings. See data base for details.

RG 46 vol. 1440 file 90

Petition by the CAR for approval of crossings of public highways through March twp. Approved by PCRC and PC - copies on this file.

RG 46 vol. 1440 file 129

Petition by the CAR for approval of crossings of public highways through Huntley twp. Approved by PCO order 21 Feb 1902, file 10004

RG 46 vol. 1440 file 128

Petition by the CAR for approval of crossings of public highways through Fitzroy twp. Approved by PCO order 21 Feb 1902, file 10003.

RG 46 vol. 1412 file 383

Bank Street subway

City of Ottawa applied for subway 12 May 1903. Chief Engineer recommended CAR tracks be raised 18" and a subway be provided for two railway tracks over and two streetcar tracks under. OER objected on grounds that the gradients would require more power. There must be a great deal of inconvenience and delay to the street railway and on two cases cars have run through the gates when they were down – element of danger. If subway not put in would recommend derails which would be even more inconvenient to OER.

Orders 638 and 1283 issued. 1297 approves plans. Acquisition of land - 1324 issued.

Blueprint dated 1916 (may have been an earlier blueprint) shows Car Repair shops at Catherine Street.

RG 46 vol. 1411 file 9252

Accident in Madawaska Yard 27 Nov 1908.

Switch engine 1348 ran over and killed night yard switchman Silas Taylor. Were setting back and did not see what happened. Found that last two cars were derailed (had not received signals) and found blood on brake beam of a car. The crew then ran forward to look for the yard man but the headlight was not working and were using a hand lantern. The foreman saw the body on the track and gave the signal to stop but they did not get stopped until after they had run over the body with the engine and five cars the second time. Yard Foreman and Engineer used very poor judgement in searching for the body. The deceased might not have been killed until he was run over the second time because the distance from the pilot to the ground is such that it would have rolled the body along when passing over it. Pilots should be removed for yard service and foot boards attached.

Train crew refuted this and suggested that Taylor was killed in the first instance. They suggested this was the case because the pool of blood was where the head was found which would suggest that the body had not been rolled.

RG 46 vol. 1476 file 16558.2

Application by OER to cross tracks at Elgin Street subway.

15 Sep 1924 OER to Board

Applies for an order for leave to cross the tracks of the CNR along the existing Elgin Street subway. Plan attached (area between Catherine & Isabella streets (at Elgin) was granted to the CSR by the city on march 30 1903.

15 October 1925 from CNR to Board

The applicant proposes to lower the surface of Elgin Street about three feet. This may seriously affect the foundations of the subway.

If, in Mr. Simmons' opinion it is feasible, we will offer no objection, provided that any expense that we are put to in connection with protecting the subway foundations and remodelling them to suit the new street elevation will be borne by the OER.

17 Oct 1924 from City of Ottawa

1. OER needs permission to construct lines under the subway in order to construct an extension from its present terminus at the southerly end of Elgin Street to Pretoria Avenue Bridge and thence to Hawthorne Avenue and Main Street.
2. OER entered into an agreement with the City 25 Jan 1924 to undertake the extension.
3. City desires the construction
4. Subway was constructed under the terms of 19553 of 22 Nov 1902. (Sic)
5. Subway was constructed in conjunction with a diversion of the southerly end of Elgin Street upon the application of Ottawa Improvement Commission.
6. The order provided that the City should have the same rights upon the Elgin Street diversion and upon the westerly side of the subway as upon Elgin Street and that no portion of the construction of the subway or of its approaches or of the sidewalks or

roadway or of the grading of the streets connecting with the subway or of the drainage or the lighting of the subway to devolve upon the City.

7. OER will need to lower the grade in order to provide sufficient headroom for the passage of its cars and in consequence of such lowering the pavement under the subway and the approaches thereto will have to be taken up and relaid.

The City takes the view that any costs of taking up the existing walks and pavement, etc and of laying new sidewalks and a new pavement and all other expenditures necessary should devolve upon the OER.

18 October 1924 from Ottawa Improvement Commission to Board

1. The cost of construction of the present subway was borne entirely by the CAR and the OIC in conformity with the order of the PCRC and the cost of maintenance has been borne by the OIC.
2. No part of the construction was borne by the City or the OER
3. OIC are content to allow matters to remain as they are but should the BRC decide to permit the carrying out of the work this will change the character of the subway as a portion of the Rideau Canal driveway and control of the subway will pass to other hands. OIC should be indemnified.
4. Capital cost of the construction of the present subway borne by the OIC is \$20,000. In the event of an order provision should be made for the OIC to recoup a reasonable proportion of this.
5. As projected tracks may run over lands held by the OIC in fee simple the OIC ask that any new order provide for the perpetuation of the title to such lands in the Commission.
6. OIC believe the public interest would be best served by the abandonment of the contemplated work and the adoption of an alternative route via Pretoria Avenue as provided for in s. 2 sched. "A" 14-15 George V cap 84.

Hearing

29 Dec 1924 notes from Chief Commissioner

Jurisdiction, portion that the OER should incur.

10 Feb 1925 from Chief Engineer, T. L. Simmons

Inspected the subway on 9th inst. Subway is 60ft wide, there being two sidewalks 5'6" wide and two roadways of 24 ft. The centre columns occupy about a foot. OER proposes to locate tracks on either side of the centre columns and allowing 1 ft clearance between the sides of cars and the columns there will be 14'9" clear between the sides of cars and the side of the roadway for vehicular traffic or more than there is at the Bank Street subway where there is a clearance of 12'8½".

There will be a slow order for electric cars of 6 mph. Not much danger.

There is a way to get rid of this additional congestion by laying tracks along Pretoria Avenue over to Bank Street. People requiring to go to Elgin Street would have only to walk about 500ft. In all probability the cross town tracks will be taken up some day

leaving only a switching lead. Then a grade crossing can be put in on the abandoned portion of Elgin Street. This would work and cost less.

18 Feb 1925 Board to City and OER

Quotes Simmonds' alternative and asks for comments.

25 February 1925 Response from Street Railway Committee.

Opposed to the idea of laying the tracks along Pretoria Avenue over to Bank Street in order to avoid congestion in the Elgin Street subway.

1. Mr. R. Feustal, the expert engaged by the City in 1922 to lay out the route of the street car line extensions recommended that the Ottawa East extension be connected with the existing Elgin Street car line.
2. Bank Street is very congested with streetcars. So much so between Albert & Queen streets that Mr. Feustal recommended that a special extension of the car tracks be constructed along Queen and Lyon to reduce this congestion. If the Ottawa East line were to connect to Bank Street this would make the congestion more serious than ever.
3. The route suggested would be a roundabout one to the business centre of the City
4. Committee will not ask the City or the Streetcar Company for any expensive undertakings in connection with the subway if there is the possibility of the removal of the cross town tracks within a reasonable length of time. The agreement between the City and the Electric Railway calls for the construction of the Ottawa East extension as a first year undertaking.
5. A level crossing at the point where Elgin Street would cross the cross town tracks would serve the street railway in the interval until the cross town tracks are removed. Asks for the Board's consideration.
6. Need an early resolution.

26 Feb 1925 Memo to file from Assistant Chief Commissioner

This is a complex problem particularly if the cross town tracks removal is considered. Recent discussions with Cauchon. Henry Thornton has been involved. Best to consider this proposal on its merits in isolation.

12 March 1925 Order 36166 and Reasons sets out the case succinctly.

Two plans on file.

12 August 1925 from Ottawa Improvement Commission

Protest about the manner in which the work has been carried out by the OER.

List of details.

13 August 1925 Board to OIC

Send copy of your letter to OER and City and ask them to file answers in accordance with the Board's rules.

13 August 1925 from OER Burpee

We have extended our tracks through the subway and over Pretoria Bridge to Ottawa East. Work has been inspected by Mr. Simmons, Chief Engineer. Apply for an operating order.

Much correspondence. City of Ottawa no objection. OIC objects to manner in which work carried out.

19 September 1925 from OER Burpee

On September 16 there was a conference at the site. Commissioner of Works for City has been instructed to make changes in the surface of the road as will make it satisfactory to all concerned. Balance of the criticisms in the OIC letter will be taken care of by the City.

11 October 1925 from OIC

Pleased that the matter has been referred to your Chief Engineer for a full report. **The OER has been operating cars in the subway on a regular basis for some time.**

19 December 1925 Report from Simmons

Works in hand will be satisfactory to myself and the City but only the OIC if a totally new road is constructed.

7 July 1926 from Simmons

A few days ago I inspected the work done by the OER. The track is in good condition and well constructed. The original roadway built proved not to have a good wearing surface, and the City at the expense of the Electric Railway has covered the road, for the most part with asphalt, and it is now in good condition.

Recommend that OER be authorized to operate its cars through the subway.

10 July 1926 Order 37843 is issued.

There is some correspondence from 1934 on cost apportionment.

End of file.

RG 12 vol. 2372 file 5182-205

Arnprior Airport spur

20 Feb 1942 CNR authorized \$31,922 to cover construction of the spur to No. 37 EFTS. Land acquisition.

PC 1943-2327 is passed 23 March 1943

28 Sep 1955. From Mulvihill & Greene

Advised by one of the former owners of the land that the track formerly constituting the spur line has been removed. The vendor was advised at the time of construction that in the event the tracks were removed the right of way would revert to him. Please advise.

Plan 5881 of 23 Jul 1947 property acquired.

Shows the spur leaving the CNR main line between Moore Street and Alicia Street. Running south and crosses Charlotte and Mary Streets, crosses Concession Road (between Conc. 13 or B and Conc. 14 or B) then the Arnprior & White Lake Road.

Seems to have been built in 1942 and removed in 1955.

PC 1959-262 of 5 March 1955 transferred to DPW.

File 29698

Complaint of residents along the GTR west from Golden Lake Junction against poor train service between Killaloe and Eganville on account of trains not making proper connection with Ottawa-Pembroke trains.

Application of residents in territory between the village of Madawaska and the village of Golden Lake for a better train service on the GTR, in the matter of connections with the Ottawa - Pembroke trains.

Problem was that residents along the GTR west of Golden Lake Junction were inconvenienced by the fact that the mixed trains from Madawaska did not arrive in time to make connection with the morning local out from Pembroke. The same situation existed in the evening. Under these conditions it took three days to travel from Killaloe to Eganville and return.

Mixed train 360 handled on average 17 passengers per day eastbound between Madawaska and Golden Lake. The corresponding figure for westbound train 359 were 18 passengers per day and ten locally between Madawaska and Golden Lake.

Residents from Killaloe, Barry's Bay, Wilno, Opeongo and Madawaska asked for a better train service to ensure a connection between the morning train eastbound from Madawaska and the train from Pembroke for Ottawa, and likewise for a connection in the evening.

The Board was sympathetic to the requests but pointed out that these could not be put on without increased costs which would not be justified. The Board felt that experiments with gasoline motor cars between Winnipeg and Transcona and car operated on an electric storage battery between Trenton and Belleville should be given serious attention but until more definitive information is available the Board should not be making any direction in this regard.

Application to abandon the Renfrew subdivision between Two Rivers (m. 162.3) and Cache Lake (m. 166.8) and the Algonquin subdivision between Cache Lake (m. 37.5) and Ravensworth (m. 70.5).

Judgement of February 13, 1936.

Although this is outside the study area there was reference to the CNR permitting summer residents to run an automobile with steel wheels between Madawaska and Algonquin Park stations in the summer months. The schedule in 1935 was:

Westward			Eastward	
MSuX	MO	Stations	MO	MSuX
1600	1600	Madawaska	0800	0800
1650	1650	Whitney	0710	0710
1720	1720	Rock Lake	0640	0640
1740	1740	Two Rivers	0620	0620
1800	1800	Algonquin Park	0600	0600

Service terminated September 7.

Province informed the railway that if it withdrew the application it would abate corporate taxes on and from January 1 1936 and would consider similar abatements on an annual basis. This was done and the application was withdrawn.

Application by CNR to abandon a portion of the Renfrew subdivision between Arnprior (mile 38.34) and Eganville (mile 76.25)

Application was heard at Renfrew on November 28, 1939
Judgement issued February 22, 1940
Order 57859 issued 28 February, 1940.

Application was made pursuant to the Railway Act and the CN-CP Act. The application included a copy of a report of the CNR-CPR Joint Co-operative Committee setting forth the basis for an arrangement for the abandonment of the line in question.

Municipalities west of Eganville would have access to the CNR and CPR main lines at Pembroke via Golden Lake.

Industries at Renfrew would continue to be serviced by CPR which would take over all CNR spurs on lease from CNR.

The line proposed to be abandoned west of Renfrew with the exception of Admaston parallels CP at only a distance of two or three miles.

Passenger traffic shown to be decreasing.

There would be little inconvenience and a joint yearly saving of \$104,000.

RG 12 vol. 2390 file 3554-27
Application by CNR to abandon from Eganville to Arnprior.

16 Aug 1939 Application by CNR, includes plan

29 Feb 1940 BRC order 58759 approves abandonment

16 March 1940 from Renfrew Civic Promotion Bureau

At the time of the hearing last November the likelihood of closing the railway service from Arnprior to Renfrew seemed so absurd that this organization felt no action on its part was at all necessary. However, this organization now deems it necessary.

- 1 Loss of residents
- 2 Increased transportation rates
- 3 Injury to Prospective Industry
- 4 Valuation of property
- 5 Loss of business
- 6 Saving
- 7 Strategic Importance

16 March 1940 Appeal to Privy Council James J. McCann MD

Much correspondence as to procedure to be adopted - new hearing or Privy Council order. BRC's hands were powerless once an appeal had been made to the Privy Council..

6 Sept 1940 Memo from Deputy Minister to Minister

On 22 Feb 1940 BTC granted authority to abandon from Eganville to Arnprior, 37.9 miles.

The line to be abandoned parallels the CPR and east of Renfrew where the gap is up to 4 miles where is an all year gravel highway.

Such facilities of the CN as must be retained in the public interest at Renfrew will be leased to CP at one dollar per annum.

Traffic from CN from Eganville west to Cache Lake will be rerouted to the CN main line over the Pembroke Golden Lake branch which will be improved for this purpose.

The estimate joint saving is \$104,000 per annum.

BTC reports there would be very little or no inconvenience to the public.

An appeal against this order has been made to the GIC.

27 Jan 1941 from CNR

War conditions have brought about an extraordinary demand for rail for sidings and other trackage. Need to secure by spring the authorization to proceed.

29 Jan 1941 from PCO to Minister of Transport

Owing to pressure of war business the hearing has had to be postponed. Date for hearing eventually set for 28 Feb at 14:30 in Council Chamber.

1 April 1941 Order 60528

Rescinds order 58759 and grants a rehearing.

File 46260.3

1950, March 30 Agreement between FDC and CNR

- (a) CNR passenger and freight operations on the Renfrew sub. between the point where it crosses the Beachburg sub near South March and at or near the switch the Chaudiere Branch near Booth Street be diverted as soon as practicable by the use of tracks and other facilities that the FDC will provide.
- (b) CNR tracks in the Bank Street Yard between the aforesaid switch and Elgin Street be reduced to two tracks together with the necessary sidings on the north side of Bank Street yard to serve adjacent industries.
- (c) The right of way of the aforesaid portion of the Renfrew sub and the lands adjoining the southerly portion of the Bank Street yard be transferred to the FDC.

1950, July 5. Agreement of March 30 approved by Order in Council P.C. 3271.

1951, October 9 FDC to BTC

Requests approval for the connection at m. 12.12.

1951, November 7 Order 77684

Approves plan, profile and book of reference for connection between CNR Beachburg sub. m. 14.4 and CNR Renfrew sub. m. 12.12.

1952, August 25 CNR to BTC

Bearing in mind that CNR has the right to connect its tracks and that the connection will be on CNR property feel that no order was necessary, possibly an order in council under section 21 of the CNR Act. Raising the question not so much to change the order but whether an operating order is necessary. The connection will be ready for operation in early October.

1952, October 3 CNR to BTC

Effective September 28 1952 all passenger service on the Renfrew sub from m. 11.4 into Ottawa was discontinued involving trains 89 and 90 to the Beachburg sub. No change in schedules was involved but it became impossible to continue passenger service to Graham Bay which was a flag station.

Since September 28 both passenger and freight traffic formerly operated over the Renfrew sub to and from Ottawa has been diverted over the Beachburg sub.

Applies for an abandonment order under the CN-CP Act. The mileage proposed is from the easterly limit of Bayswater Avenue, m. 2.5, to the point where the new division joins the old trackage, m. 12.2. Granting this application will permit the elimination of 12 level crossings, 4 grade separations, one overhead railway crossing, two team tracks and five private sidings. Arrangements have been or are being made for relocation of the industries affected.

Attachment setting out crossings eliminated

Bayswater Avenue	2.5
Parkdale	3.0
Island Park Drive	3.6
Kirkwood Drive	4.3
Carling Avenue	4.3
Clyde	4.9
Maitland	5.3
Woodroffe Avenue	6.4
John Street	7.7
Highway 15	8.4
Public Road	9.8
Public Road	10.2

Grade separations eliminated

Fairmont Avenue (rly over)	2.7
Holland Avenue (rly over)	3.1
Public Road (rly over)	8.9
CN over CP	9.1
Private Road (rly over)	9.2

Team tracks eliminated

Nepean	3.6
Graham Bay	8.4

Private sidings to be eliminated

Ottawa Hydro (sdg)	3.6
Sun Oil (sdg)	3.9
W. Barrington (sdg)	4.0
Fraser Duntile (sdg)	4.9
Toronto Elevators (No sdg)	8.4

1952, October 29 Order 80050

Approves abandonment of CNR Renfrew sub between m. 2.5 and m. 12.2.

1960, July 13 CNR to BTC

Refers to abandonment as a result of 80050. NCC now desires the removal of trackage from m. 2.5 on the east side of Bayswater Avenue to m. 2.1, 150 feet easterly of the east line of Preston Street.

CNR will no longer be able to serve General Supply Company which can be served by the CPR Prescott sub. Attached is a letter from General Supply Company agreeing to the removal of the trackage.

Application is made to abandon the said trackage.

A plan attached to this indicates the trackage involved is from the switch to the Chaudiere Spur westwards to Bayswater.

1960, July 29 Order 101910

Authorizes CNR to remove the trackage between m. 2.5 and m. 2.1 of the former Renfrew sub.

1961, May 29 CNR to BTC

NCC wishes abandonment of the Bank Street line between Bronson Avenue and Gladstone Avenue. In order to continue to have access to the CNR Chaudiere Yard CN will use an alternative route through Walkley Yard and on the CP Prescott sub from Walkley Diamond to Ottawa West thence over the Chaudiere Branch to Chaudiere Yard.

Applies to abandon, under section 168 of the Railway Act, between Bronson Avenue, m. 1.66, and m. 2.1 (between Queen and Preston Streets) also a portion of the Chaudiere Spur from a point of connection with the former Renfrew sub. at Rochester Street to Gladstone Avenue.

There are two private sidings, each of which served the Department of Defence at Plouffe Park and which are now used by the Department of Public Works. DPW agree that the long siding can be dispensed with and the short siding will be needed for a limited time only.

1961, June 22 Order in Council P.C.1961-915

Approves entry by CNR into an agreement with CPR with respect to running rights to gain access to the Chaudiere yard.

1961, June 26 Order 104871

Authorizes CNR to abandon:

- (1) the former Renfrew subdivision between m. 1.99 in the vicinity of Bronson Avenue, and m. 2.1 between Queen and Preston Streets, 0.44 miles.
- (2) the CNR Chaudiere Spur from a point east of Rochester Street to a point north of Gladstone Avenue, 0.31 miles.

1961, July 12 CNR to BTC

Attaches copy of plan showing the trackage over which CNR will operate to obtain access to Chaudiere Yard.

1962, February 8 CNR to BTC

Applies, under section 168 of the Railway Act, to abandon between m. 0.0 and m. 1.66, Mann Avenue to Bronson Avenue.

There are no regular passenger or freight trains operating over the line between m. 0.0 and m. 0.93 where trains 1, 2, 3, and 4 are turned enroute and coaches of CN and CP trains terminating in Ottawa are turned. The balance of trackage is used for switching operations to serve industries, team tracks and for storing cars.

A number of industries have private sidings and all have been notified that rail service will no longer be available after March 1st, 1962. A report is attached relating to the present status. (not on file)

1962, February 16 BTC to affected firms

Wrote to all firms affected by the application.

1962, February 19 Morrison-Lamothe Bakery to BTC

At the present time we are not served by a spur line and we do not intend to oppose the application.

1962, February 19 Barrett Bros Lumber to BTC

It is our decision not to oppose this application for abandonment.

1962, February 19 O'Leary Limited to CNR

We do not intend to oppose this application because all of our properties along this trackage have been expropriated by the City of Ottawa in 1960.

1962, February 20 Wright Brothers Supply to BTC

We do not propose to oppose the application.

1962, February 21 J & T Ballantyne (Coal-Coke-Fuel Oil) to BTC

We are not opposing this application.

1962, February 22 Imperial Oil to BTC

We have no intention of opposing the application to abandon the siding that serves our plant at Catherine and Percy Streets.

1962, February 22 Coca Cola to BTC

It has been decided not to oppose the application.

1962, February 27 Ottawa Gas to BTC

This firm does not oppose the application.

1962, March 26 W.A. Pringle (District Inspector) to R.M. MacDonald
(Director of Operations)

On March 26 I interviewed representatives of the six firms who did not reply to the Board's letter of February 16, 1962. In general their reaction to the abandonment application was that it was inevitable and a protest would serve no useful purpose and they did not intend to make any.

George P. Harris No protest to be made.

United Fuels Ltd. No protest to be made.

John Heney and Sons No protest to be made.

Canada Bread Co. Letter forwarded to their head office in Toronto.

F.W. Drummond Service Station Mr. Drummond was in Florida and Mr. A. Richardson, who was in charge, stated they still use railway facilities and would have to use trucks to transport fuel from the pipe line at Federal. Could not say exactly what Mr. Drummond's views were.

Currie Products Ltd Had not used the railway for 14 years and had no protest.

It would appear that in view of the lack of interest shown there will be no protests to the abandonment of this section of the Renfrew subdivision.

1962, April 10 Order 107670

Authorizes CNR to abandon the former Renfrew sub. between m. 0.0 and m. 1.66.

Application to discontinue passenger trains 89 and 90 between Ottawa and Barry's Bay.

Application was first heard on November 18 and 19, 1958 in Pembroke. Hearing was terminated to consider suggestions made by representatives of the people in the area. A general meeting was then held in Arnprior at which time the railway agreed to initiate a trial service for a period of time with equipment and schedule suitable to the people of the area.

CNR felt that the new service had failed. Instead of leaving Ottawa in the morning and returning to Ottawa in the evening a railliner service (689 and 690) had been instituted coming into Ottawa in the morning and returning in the evening. Running time had been reduced from 3 hours to 2 1/2 hours. This caused delays to express shipments and a wayfreight train was put on to handle express. There was an excellent alternative bus service.

The efforts of the railway failed to bring about a significant improvement in the finances of the service which was lost \$107,270 from Aug 1959 to July 1960.

Order 104404 was issued on 4 May 1961 allowing the discontinuance of the service not before 30 June 1961 and on not less than 30 days notice.

11 June 1943 Canadian National application to abandon Renfrew sub from Arnprior to Eganville.

End of file.

RG 46 vol. 1394 file 4205.2345

Station at Admaston

14 May 1962 From CNR to Commission

requests authority to remove caretaker from station at Admaston, m. 49.0 Renfrew sub. and to retire and not replace the building.

Population is approx 200 and serves a farming area of approx. 8 square miles. Train service is a freight train three times a week from Ottawa and passenger train service was discontinued in 1961. No industries in the village and Admaston twp. has approved our proposal.

28 June 1962 order 108243 is issued.

RG 46 vol. 699 letter 4675

8 12 1891 from City of Ottawa to PCRC

Elgin Street is one of the main thoroughfares from the central part of the city to the Exhibition Grounds and to the south of the City.

Have made provision for streetcar services on Elgin from its intersection with Wellington to the Exhibition Grounds.

CAR crosses Elgin at grade.

CAR have constructed seven lines crossing Elgin Street at the point where there is very heavy traffic.

City have never given authority for the construction of numerous crossings and were never consulted by the railway.

Have had frequent conferences with the Railway Company but unable to make any satisfactory arrangement with them

With this number of crossings constructed the Street Railway and the general public will be put to a great delay and inconvenience and if a crossing is constructed by the street railway company it will render travelling on Elgin Street very dangerous on account of the frequent crossings and shunting of the CAR.

Therefore pray that the CAR be required to reduce the number of their crossings on Elgin, Metcalfe and O'Connor Streets to one and that they be required to remove their additional rails from off the said streets so as not to interfere with the public travel.

RG 46 vol. 700 file 4905
Crossing of St. L&O

Submits plans and profiles showing proposed overhead crossing by OA&PS of the St.L&O. Pleads urgency as we are ready to proceed with its construction.

RG 46 vol. 700 file 5081

Letter from Kingston Napanee & Western

9 September 1893 from OA&PS Fleck

In pursuance of the order of the Railway Committee of 27th May 1893 our company commenced and carried on as far as they were allowed the works therein set forth but are now prevented from fully completing the same by the refusal of the Canadian Pacific Railway, by Mr. Spencer, Superintendent, to allow the diamond to be put in in order that ballast may be carried over to complete the west side of the crossing on our line and until this is done the locking and derail apparatus cannot be completed.

I would therefore ask that you may be pleased to order the said diamond put in forthwith and allow us to proceed over it to complete the work beyond.

14 September 1893 from Shaughnessy, VP CPR to Collingwood Schreiber

Referring to your letter of Sept 13th to Van Horne. Mr. Spencer acted in strict accordance with the terms of the Order of the Railway Committee in the matter of the crossing at Arnprior of this company's line by the OA&PS. As we understand it, that company desired to put in a diamond crossing and to run their ballast trains across our line before the safety signals specified in the Order had been provided. With the number of trains - many of them fast passenger trains - on our main line, Mr. Spencer was unwilling to assume the risk of granting the request of the crossing company. If it be the desire of the Railway Committee that this company should permit the diamond crossing to be put in so that the trains of the OA&PS may be enabled to cross the main line of the CPR before the required safety appliances have been provided will you kindly have the request formulated in writing so that the responsibility may not rest with this company should if any accident should occur.

16 September 1893 from OA&PSR, A.W. Fleck Secretary

On behalf of the OA&PS I beg to state that no ballast or other trains will use the diamond crossing at Arnprior until approved of except such trains and engines as may be necessary to carry out the work instructed to be done by the Committee and every precaution will be taken to prevent accident or delay to the CP trains.

I should add that Sunday is the best day to put in the diamond as it will not affect traffic as much as other days of the week.

16 September 1893 Telegram from Shaughnessy, CPR to Collingwood Schreiber

We are not prepared to accept the assurances of the OA&PS company that such precautions will be taken to prevent accident or delay to our trains. The order of the Railway Committee specifically describes the precautions that are to be taken and we cannot consent to waive them. There is no earthly reason why the crossing company should not have had the interlocking appliances in place long ago. They pressed for an immediate order because they intended to do so.

25 September 1893 from Collingwood Schreiber

I this morning made a careful inspection of the crossing at rail level of the CPR by the OA&PSR at Arnprior together with the interlocking signals and derails.

The Interlocking signal and derail is manufactured and placed by Mr. Kenneth Blackwell of Montreal, the appliances are of good design and works freely and well, and are a credit to the Manufacturer. The position of the Eastern distance signal on the OA&PSR, I have caused to be shifted as the view for a distance going west on that road was obstructed by some shade trees, it is now placed in such a position that a clear view of it is to be had by an approaching train. The lamps were not in place this morning but they were on the ground and the men were about fixing them on the semaphore posts, and they have been places in position, which makes the protection of the crossing perfect, and there is no reason why the trains of both roads should not at once be allowed to use this crossing under the printed conditions established by the department and so long as the crossing and protection provided is maintained in good condition and the working of it is properly attended to.

End of file.

RG 12 vol. 3790 vol. 4620-85-88

Lease at Dows Lake

12 July 1929 Reference to lease from Dept of Railways and Canals to FDC north end of Dows Lake - Rideau Canal Reserve.

24 July 1930 memo from Supt Rideau Canal

Buildings at present in course of construction at north end of Dows Lake. Large garage for cars, trucks, tractors, rollers etc. of the FDC.

22 November 1935 City of Ottawa - Proposed subdivision of Fraserfield Lumber Yards

Provisional development for the owners J.R. Booth and in collaboration with the late Nolan Cauchon, former Chairman of the Commission.

This property is situated contiguously to the easterly limit of Dominion Government lands administered by Department of Railways and Canals located between Dows Lake , Carling Avenue and the Booth property.

Blueprint on file - no railway interest.

5 August 1933. Plan showing site of Boathouse on Dows Lake in Ottawa to be licensed to the FDC. This shows the Booth Property south of Carling Avenue to become the Fraserfield subdivision. Shows the CPR and swingbridge.

30 March 1936 PC 718

PC 1017 of 20 June 1928 authorized lease to the FDC of canal Reserve land. Authorizes conveyance to the City of Ottawa.

Further correspondence - nothing of interest.

End of file.

RG 46 vol. 1546 file 26257

Complaint of service at Eganville

9 June 1909 Inspection by James Ogilvie of Eganville station

Accommodation adequate, clean, well heated. No smoking in separate rooms. Two outside closets for public, clean and in good condition. Platform in bad order - two broken planks. Platforms long enough for passenger trains. Premises in good general condition.

28 June 1909 from GTR Biggar, Legal Dept

The broken planks have now been replaced and the platform is in good condition.

30 August 1914 From Bulger Clerk of village of Eganville to Board

Some time in April last the GTR station and freight sheds were completely destroyed by fire and since that time they have been using a boxcar for a freight shed and one small coach for a ticket office and waiting room with no place for express room.

Has been a great deal of kicking but no response from GTR.

9 September 1915 report from Inspector W.S. Blyth

I went to Eganville and inspected facilities for handling freight, express and baggage. I found a combination coach and baggage car used as a station the office in the baggage end, the other end used as a waiting room with seating capacity for about 25 people. At the east end of this car there is a box car standing on rails about nine feet away from the station platform, which is used for storing freight and in many instances does not afford adequate facility. The entrance to this car is gained through a side door over three by twelve inch planks, one end of which rests on the station platform, the other on the truss

rod of the car. There is no storage facility for express or baggage, and in some cases damage has been caused, by rain, to bread in baskets and to other perishable foods.

This station was burned about 22 April and there has been nothing done so far in the way of erecting a new one.

The earnings at this point during August are as follows

Passengers, outgoing	\$857.25
Express	325.00
Freight out	319.16
Freight in	187.73
Total	\$1,689.14

The total earnings for 1914 were \$17,500, in 1913 the earnings ran about \$24,000

When at Eganville today I got a complaint from Mr. Alex Scott who is shipping ore to the extent of about two cars per week to Orillia, Ont. He states that he is drawing the ore in bags, and which is of sufficient value to be kept in a locked building, and that he requires three days to load a car, and for lack of freight shed storage, he is required to pay one day demurrage on every car shipped.

I would recommend that the GTR be asked to erect a platform between the station platform and the car now being used for freight storage, level with the car door, so that freight can be trucked from the way-car over a gang plank, or rolled if contained in barrels, and that a small shed be erected at the west end of the station platform for the storage and shelter of baggage and express, with flooring so the trucks can be run in and out, with a door provided for same, which can be locked, and that an extra storage car for rough freight be provided to take care of such complaints as Mr. Scott has made, and do away with demurrage created by the company's failure to provide proper storage.

The above be furnished promptly to relieve the present situation, and that the building of a new station be given the earliest possible consideration.

11 September 1915 from GTR

Regrets they cannot undertake the work of erecting a new station at Eganville immediately on account of financial conditions and the general depression in business, but that as soon as conditions become normal the erection of a new station, to replace that destroyed by fire, would receive prompt attention. In the meantime we have placed a coach and car at Eganville and fixed same up to take care of all passenger and freight traffic offering at that point.

27 September 1915 from GTR

With respect to report from Inspector W.S. Blyth. States that there are no storage facilities for express or baggage and in some cases damage has been caused. No report of any damage being done to shipments except that on one or two occasions outwards express waiting for trains has been wet caused by a sudden storm; we had no facilities for covering but since about six weeks ago a large tarpaulin was obtained and has been used since, and another tarpaulin is being furnished.

The earnings for the month of August are stated correctly but the earnings for 1914 amounted to \$16,694.00 and for 1913 \$18,913.00.

There does not appear to be any good ground for the complaint of Mr. Alex Scott in regard to ore shipments. During the month of August he loaded four cars which were the first shipments made by this firm. This ore was loaded direct to cars, each car taking three to five days to load, as there is a haulage of about thirty miles. \$10.00 demurrage was assessed on three cars. If Eganville was provided with a large freight shed it would not make any difference in respect to these shipments as a commodity of this kind, when handled in car lots is not unloaded into freight shed (which would necessitate a second handling) but is loaded direct to cars. If Mr. Scott had unloaded his bags of ore into the freight shed the cost of storage in the freight shed would have amounted to more than the car demurrage charged him. Owing to this shipment having been assessed demurrage, Mr. Scott has transferred shipments to the Canadian Pacific Railway, and one shipment has been made from the CPR this month, but we are told that it is the intention to load two cars a week later on. We understand the CPR handling consists in unloading the wagons into shed and when the last lot is received trucking from the shed to the car.

We do not see the necessity of erecting a small shed at the west end for the storage of baggage and express as at present time we have three boxcars for express baggage and freight shipments. For the week ending 31st August there were 68 pieces of baggage outwards and 36 pieces inwards and in the majority of cases inwards baggage is removed very quickly after unloading from train.

We are arranging to raise the platform and are putting up railings.

15 August 1916 from Council of Grattan

It is certainly a disgrace to have an old box car placed on a side track for the past few years and call it a place to do business.

2 September 1916 from GTR

We have not yet started the work of rebuilding the station nor do we see our way to do so this year as we desire to wait until conditions become more settled. At the present time we have cars provided for offices, waiting room and freight shed and these cars are being kept in good condition and are sufficient to take care of the needs of this point.

9 September 1916 from Geo Spencer Chief Operating Officer

This station burned down 18 months ago and there are two other stations on the Ottawa division not yet rebuilt after fires. Put some pressure on the GTR.

The returns are good and traffic is heavy and boxcars doing service as a station at Eganville cannot be made satisfactory.

15 September 1916 Board to GTR

Show cause why an order should not go directing the station to be rebuilt.

19 September 1916 from GTR

This would be a most inopportune time for the Board to issue an order, as we already have in hand on the Ottawa division the erection of the station at Alexandria as well as the erection of a number of bridges which will take up to time of our B&B staff for a number of months to come. It is almost impossible for us to secure labour and the prices of all material have advanced so that the erection of a station at Eganville at this time would cost us 50% more than it would under normal conditions. Ask the Board to defer the issue of an order. We feel our patrons are not being in the least inconvenienced as we have provided adequate accommodation for them.

28 September 1916 from Geo Spencer to Asst Chief Commissioner

The erection of the station building at Alexandria is being done by contract. Labour is scarce and the prices of materials have advanced but the company has found it convenient to proceed with the erection of improved station accommodation at Coburg (ferry dock shelter), Dominion (remodelling passenger station), Port Coborne (new station). Station at Stoney Creek was destroyed by fire in June 1915, 2 months subsequent to the Eganville station having been destroyed by fire and a new station was built thereat and put into service on or about 1 December 1915.

Station buildings are generally insured to the extent of about 50% of their value and it is just possible that the company were reimbursed to the amount of \$1,500 or thereabouts, which should go a long way towards providing a new structure.

Traffic is good.

There are several stations where only boxcar accommodation exists due to the station having been destroyed by fire. Eganville, Alexandria, Hammond, Glen Robertson, Rideau station on the main line near Kingston. There may be others.

3 October 1916 Order 25490 is issued.

Plan filed (very good) 1 December 1916

Asks for an extension until 31 May 1917.

6 December 1916 order 25703 is issued

23 June 1916 from GTR

Material for the new station at Eganville is just arriving and the work of construction is being commenced this week.

11 August 1917 from Inspector W. Blyth

I went to Eganville on 3rd inst. I found the foundation completed, a rough floor laid and side walls which are of wool, under erection.. I am of opinion that with the force at work this job should be completed by September 15th.

21 September 1917 from Inspector Blyth

Painting is almost completed and the forms for copping of the platform are in place, and the cement work under way. The entire work should be finished and the station ready for operation before 1st October. Some delay has occurred since my last report owing to labour shortage.

End of file.

RG 12 vol. 3713 file 4606-85-160**Booth Piling Grounds****12 May 1921 From Booth to DM Railways & Canals**

Accept offer to lease lands to us in the Rideau canal reserve facing Dows Lake.

Note - Booth filled 16 acres of land in Dows Lake itself.

Plan showing land to be leased to Booth, also shows Causeway, CPR and swing bridge.

7 April 1926 from Canadian National Railways to Department

If the Booth Company are forced to vacate this piece of property they will have to move to their Nepean Yard which is very close to the CPR tracks, to whom their business will, no doubt, have to be diverted.

Last year the Booth Co. gave us over 4000 cars with a revenue in the neighbourhood of \$400,000.00 which does not include lcl shipment, their express, telegraph and passenger traffic, which is heavy.

In view of this, I trust it can be arranged to protect our revenue by permitting the Booth Company to remain on the present property.

1926 petition from residents

Fire hazard.

Excessive fire insurance

Depreciation of land

Check on development of OIC

It is an ugly blot on the beauty of this part of the city.

3 May 1927 from OIC to dept of Transport

It is the intention of the FDC to construct the new Driveway along the easterly shore of Dows Lake, northward to St. Louis Dam Road and the new road will traverse the ground now occupied by the Lumber Piling Ground by the J.R. Booth Company. It will greatly facilitate our work if the limber piles are removed not later than September 1st next.

31 May 1927 Notice from Department to Booth

Lease was cancelled by notice of 19 March 1926.

No action has so far been taken - directs the company to vacate the property by 1 September next.

9 June 1927 from Booth

A great part of the lumber piled in the above area is of grades which we have been moving very slowly. As we have about 13 or 14 million feet in this part it would appear to be a physical impossibility to move the whole by 1st September next. We will use our best endeavours to move this lumber out, even to the extent of offering a special inducement to our customers for quick shipments. We will make a special effort to ship the piles which border the water front first.

4 April 1928 from Booth

We are doing our best to vacate the land. Impossible to fix a definite date.

12 April 1928 Memo

Booth have not yet taken up their railway tracks so they are still in occupation of the land, although some of the lumber has been moved.

Generally speaking they have cleared the lumber off a strip about 100 feet wide and 1400 feet in length, about three acres. They still have lumber piled on 13 acres of our land but their railway tracks are still in place right to the edge of the lake and until same are removed I do not see how they can be considered as having vacated any portion of the premises.

June 1928 order in council sanctions lease to FDC

End of file.

RG 46 vol1394 file 4205.2343

Goshen station

7 May 1962 from CNR Pye.

Our frame shelter at Goshen has not been used since discontinuance of passenger service authorized by 104404. It is our intention to remove it and not replace it.

2 June 1962 from Board to CN

No objection having been files the Board sees no reason to require your company to maintain the shelter and action may be taken to remove same.

End of file.

Grand Trunk Railway Coal Trestle

December 10, 1919.

A hearing took place on December 2, 1919 concerning an application by Messrs. O'Reilly & Belanger Ltd. concerning alleged discrimination in the matter of proper facilities for the unloading, handling, storing and delivery of the applicant's coal at the coal trestle erected upon the lands of the GTR in its station yards at Isabella Street, Ottawa; and asking for an order terminating a certain lease or agreement dated 25th October 1916 made between the GTR and the Coal Trestle Company Ltd.

Prior to the erection of the trestle complained about there had been in existence at this point a coal trestle owned and operated by a number of coal dealers, including the applicants, for some 25 years prior to 1916. No evidence submitted as to when the trestle was erected nor the terms and conditions as to its use. In 1916 the superintendent of the GTR informed the users of the earlier trestle that it was in such a state of disrepair that it was unsafe and they would have to rebuild or repair the trestle. This led to several meetings and several coal dealers decided that they didn't need accommodation at this particular point and decided to drop out. Mr. Heney was one. The applicants continued to take part in the negotiations.

There was agreement between the railway and the coal dealers about the construction of a new trestle except that the GTR wanted a five year term while the dealers wanted a seven year term. A delegation went to Montreal, its members were all shareholders of a corporation known as the Coal Trestle Company and an agreement was reached with the GTR. Under the terms of the agreement the lessees were to advance to the GTR the costs of renewing and erecting the proposed coal trestle with all necessary tracks which had been estimated as \$23,800. The agreement was to run for a period of seven years from April 1, 1917 with a payment of \$56 per month.

The land leased was to be used only for the erection of a coal trestle with all appliances required for handling and storing. The trestle would be subdivided into bins or compartments and the lessees were authorized to sublet each compartment to tenants. The Coal Trestle Company proceeded to sublet the compartments and decided to fix a rental of 90 cents per ton space.

The applicants claimed that, although all dealers paid the same rate, the rate fixed (90 cents) is unfair. The grounds of the complaint were that all other tenants were shareholders of the Coal Trestle Company and it would make no difference to these shareholders what amount they paid as it would come back to them in the way of dividends paid through the Trestle Company.

It was also claimed that the Coal Trestle Company also owned a parcel of land which it was not using but the interest and taxes on this unused land were being charged as part of the carrying charges of the Coal Trestle Company.

The question of the fairness of the rate was before the Supreme Court of Ontario and was not considered here.

The applicants claimed that as a result of the rental charged the GTR is exercising undue discrimination against them in that they will either be forced to pay an unfair rate or be forced to move to another place which would be more inconvenient and more costly. They felt that they had been at the original trestle for such a long time as to have a vested right which should have been protected by the GTR.

The GTR replied that they have always provided adequate and suitable accommodation for the unloading and delivering of their coal from the company's cars at Ottawa and cannot legally be required to do anything more. It is not the duty of the railway to provide coal trestles and that no discrimination has been practiced. If the applicants are not satisfied with the rental charged by the Trestle Company, over which they have no control, they can procure suitable land, either from the railway or some other land owner, to erect a trestle for their own use.

The Board found that there was no discrimination on the part of the GTR and that the Board did not have the power to fix the terms of rental with the Coal Trestle Company.

Application by the City of Ottawa for an order requiring the CNR to demolish and remove the existing bridge over Fairmont avenue and replace it with a plate girder bridge, with concrete abutments and wing walls.

Judgement issued April 16, 1932, order 48434 issued same day.

Application was made by the City on the grounds that:

- 1) the existing bridge is an obsolete timber trestle which has been in place for upwards of 25 years with a timber support or pier centred in the roadway which constitutes an obstruction to traffic;
- 2) the existing bridge affords only 22'8" in breadth of roadway;
- 3) in order to provide proper accommodation for traffic the bridge should be replaced with a plate girder crossing having a breadth of approximately 60' between abutments.

The City's argument focussed upon seniority but the Board found that the evidence did not suggest the structure was insufficient to accommodate the present traffic. The Board

found that CNR was senior at this location. The Board also found there was a danger to pedestrians and the CNR was ordered to make a cut through the embankment on the west side so that the side walk could be continued through it. The cost of this work was paid for by the City

RG 12 vol. 461 file 4050-7

Bridge over the Rideau Canal at Ottawa East

This is primarily concerned with a swing bridge over the Rideau Canal at Argyle (at the foot of John Street, Stewariton) between the railway bridge and Deep Cut but there is a good plan showing Ballantynes Stave Mill to the north/east of the railway bridge on the east side of the canal, also an 1887 map showing the railways in Ottawa West.

List of Scherzer Rolling Lift Bridges in the world.

End of file.

RG 43 Series A 1 vol. 8 file 865

25 January 18894 from Fleck, OA&PS to Balderson, Secretary of Department

Forwards letter from Mr. Mountain, Chief Engineer giving in detail the quantities on the first and second ten mile sections also for the last 2 mile section, 22 miles subsidized by 55-56 Vic cap 5.

This shows in detail the section between Renfrew and Eganville, showing clearing, excavation, rock, masonry, fencing etc. Taken from the estimates on which the contractors were paid.

Specification and description

Barry's Bay towards Northern Pacific Junction Railway - 55 miles.

22 October 1894 and 9 February 1895 from Fleck

Asks for return of plans.

6 September 1897 from Fleck, CAR, to Collingwood Schreiber

Asks for authority for trestles on the railway. Attached is a list of trestles on the OA&PS from 107 miles west of Renfrew to 158 13/100 miles west off Renfrew - Scotia Junction.

Mile	Length (feet)
111 ½	300
111 2/3	500
111 3/4	360
112 1/4	840
112 ½	350
113	1410
113 ½	558
114	1710
115 1/8	165

115 ½	455
115 2/3	105
116 1/4	75
116 ½	75
117 1/8	435
117 1/3	330
117 2/3	435
118 7/8	1185
119 ½	690
119 3/4	645
119 7/8	240
120 3/4	660
121	450
121 ½	255
125	505
125 1/8	795
126 3/4	225
127	195
127 ½	105
127 2/3	240
128 1/4	105
128 2/3	390
129	480
129 1/8	255
129 ½	465
131 1/3	1740
132	360
131 1/4	750
132 ½	360
132 2/3	75
132 1/4	75
133	825
133 1/3	90
133 ½	680
133 3/4	150
134 1.4	255
134 ½	592
134 3/4	585
136 3/4	105
138 ½	645
138 3/4	990
139	630
139 1/4	600
141 7/8	345 or 845

142 1/4	330
142 1/2	390
142 7/8	510
143 1/8	270
143 1/2	765
143 3/4	585
145 7/8	240
146	405
146 1/2	450
146 3/4	345
147 1/2	405
147 3/4	675

Total 5.91 miles

18 April 1895 petition from electors about the station at Barry's Bay (see above)

Claims against the railway

15 November 1895 from Booth to Schreiber

I have learned that the Auditor General considers the price of the timber used in the pile and trestle work on the 51 miles last inspected was too high. \$18.00 per M has been reduced to \$15 per M.

As there are 48 timber structures in the 51 miles the timber for them had to be taken out in advance of the grading and had to be done on the ice or when the swamps were frozen over as the teams could not get into the long swamps until they were frozen enough to bear them. These structures were built through a dense forest without a road or track of any kin, the men and teams had to camp out at the different places where the timber was required not staying long enough in one place to justify the erection of buildings for the teams or men and in many places the timber had to be drawn a long way as the line passed through hard wood country for fully two thirds of the distance.

A very large part of the piles were from 50 to 75 feet long, it therefore required a large amount of road cutting to get out so much timber in 48 places on a stretch of 51 miles of thick forest. I may here add, that the matter of getting in provisions for both men and teams, over this large distance, was no small matter.

It would have been quite different if the timber could have been got out in one shanty or in one or two places, then again, the different limit holders objected to my getting timber off their limits so long as I could get any from my own; I was therefore obliged to draw the piles (50 to 75 feet) seven miles, load them on cars, and draw them from four to eleven miles to the nearest pile and trestle work. After that I had to get the balance of the timber from the limit holders, paying them from \$4.00 to \$12.00 per thousand feet, board measure, for the timber standing, according to the size of the tree, besides having to pay the Government dues of 41.00 per M and if we required a pile 40 or 45 feet long and left

a piece of the top of the tree 12 or 20 feet that we did not want we were charged for the pieces that were left at the rate of \$3.00 per M.

I would therefore respectfully submit that \$22.00 per thousand feet would be nearer the cost of the timber in question in the above works, laid down at the different places, than the price it was put in at, namely \$18.00 per M.

RG 43 vol. 619 file 19641A

Extension of street railway tracks on Elgin across CNR between Catherine and Isabella Streets.

July 14 1924 CNR letter to Department and July 17 1924 letter to mayor.

Your proposal (the Mayor's) would involve the crossing of several tracks on the level. These tracks, at the proposed crossing, consist mainly of switches and turnouts which would have to be moved clear of Elgin Street to permit of their operation. This could not be done without destroying the utility of the car shops and commercial coal shed now served by these tracks.

In addition to the above the occupation of the crossing by the steam railway would occasion delays to the street car traffic, which would be very objectionable from the standpoint of the public.

CNR officers feel that a level crossing at this point would be extremely objectionable.

RG 46 vol. 1364 file 4206.718

Glasgow station

16 September 1931 CNR application to remove the agent and appoint a caretaker.

Receipts etc. 1928-31

Glasgow station is located at mile 45.5 - mileages to adjacent stations are wrong.

23 September 1931 order 47418 is issued.

Mileage is shown as 54.2.

Plan, July 1945, showing station building replacing one destroyed by fire March 26, 1945.

12 June 1950 from CNR

The agency was closed and the caretaker appointed 20 October 1931.

In 1946, due to a HEPC power project on the Madawaska River, 3 miles west of Glasgow station it was necessary, effective 18 March 1946 to appoint an agent at Glasgow to look after the hydro shipments. HEPC development has now been completed and all equipment used in the construction thereof has been shipped out of Glasgow.

Included traffic figures, 1947-1949, September 1949 as heavy because of movements of crushed rock and road compound for M.G. Henninger Construction under a highway construction contract, now completed.

Applies for an order to allow removal of station agent.

5 July 1950 order 74806 is issued.

17 June 1963 CNR applies to remove the caretaker

31 July 1963 order 111814 is issued

RG 46 vol. 1367 file 4205.940

Galetta station.

10 February 1933 CNR application to remove the agent and replace him with a caretaker.

Local opposition

3 March 1933 order 49601 is issued.

14 May 1962 CNR applies to remove the caretaker and retire and remove the station building.

Area is served by one freight train three times a week.

Passenger service was discontinued in 1961.

5 July 1962 order 108316 is issued.

RG 46 vol. 1395 file 4205.3064

Golden Lake station.

18 July 1967 CNR applies to remove the caretaker and dispose of the station building.

Meeting with Inspector Polley was deferred until the end of the hunting season after Nov 20.

Present station is an old two-storey building with unused living quarters.

Discrepancy I figures on earnings.

Recommends decision be deferred until discrepancy can be sorted out.

9 February 1968 CNR explanation of the discrepancies - caretaker had considered each parcel a shipment and had included carload traffic.

26 April 1968 order R-2167 is issued.

RG 46 vol. 1395 file 4205.3065

Killaloe station.

18 July 1967 CNR applies to remove the agent, appoint an on hand representative and dispose of the station buildings.

18 August 1967 from Village of Killaloe

Approves the plans proposed and stresses that the vacant building must be left in a decent condition and all grass cut around it.

10 October 1967 Report from Inspector Angus

No recommendations.

12 October 1967 order R-246 is issued

Station agent will be removed effective with the close of business 7 December 1967.

31 January 1968 to CNR no objection to removing the station building.

RG 12 vol. 3683 file 4058-225

CNR Swing Bridge Isabella Street.

6 June 1947 from CNR Superintendent to Rideau Canal, Superintendent Engineer

No traffic through the canal at our swing bridge near Echo Drive from 1:00 p.m. to 4:00 p.m. June 10 on account of the special train conveying the President of the United States.

22 July 1958 from CNR to Rideau Canal

Necessary to cease operation of canal from 10:30 until the Royal Train has passed, expected to be about 11:40 a.m. train occupied by Her Royal Highness, Princess Margaret and company, August 2, 1958.

**RG 12 vol. 3596 file 4052-225 pt. 1 and vol. 3671 file 4052 pts. 2 & 3
lease no 29767, swing bridge over the Rideau Canal at Isabella Street
(Plans are shown in the database)**

5 January 1882 CAR application to acquire portion of Ordnance Lands situated between the Rideau River and the Rideau Canal.

14 January 1882 from Rideau Canal office

The plan shows a straight line until the draw bridge is cleared then it branches off into two lines with sharp curves of 882' radius, one line going to the depot at Stewarton and the other towards the Chaudiere. Draws attention to the danger of having a main track switch so close to the draw. The grade of 35 feet to the mile falling towards the draw is another element of danger. Any train or single cars not under steam or brake control would be liable to run into the open draw.

17 February 1882 from Walter Shanly, Consulting Engineer, CAR to Trudeau, DM Railways.

Will modify plan to reduce the grades as much as possible without making the crossings of the streets unnecessarily inconvenient or dangerous but wishes to go ahead with the work in the canal while the water is out.

29 May 1882 CAR application to acquire land on west side of Rideau Canal

26 March 1892 from CAR

I am directed to forward to you accompanying plan showing proposed extension of our tracks drawn in red and proposed wharves alongside Rideau Canal at and near our present

crossing to give facilities for transshipment from boats and also to ask for your favourable consideration of same, the details of the work would be made to the satisfaction of your Department and under supervision of your engineer.

As this work can only be done when water and ice are out of the canal our time would be limited, therefore I would ask for your early consideration agreeable to your ?

4 April 1892 Memo

No objection. Suggest that go ahead and plan and lease to follow. 1200 feet of cutwork having to be built.

Plan shows land taken, all the way from CAR bridge to highway bridge.

5 April 1892 CAR to Department

Agrees to rental of reserve land at \$25 per year.

21 June 1892 from CAR

CAR has cribbed all along their frontage and really improved the canal there. It is built for the benefit of the bargemen who use it for free

30 December 1899 from CAR

Asks for lease on land they now occupy, plans attached in triplicate.

17 April 1900 from department to CAR

Will grant a lease provided the CAR builds a 30 ft. span bridge over the driveway that the OIC proposes to build on the west side of the Canal.

23 November 1899 from CAR to Department

Applies to use canal reserve on the east side of the Rideau Canal between the angle known as Deep Cut and a point opposite Patterson's Creek and also a portion on the west bank of the canal adjoining the north side of Patterson's Creek for a railway track or tracks to form part of the connection from the line of the Montreal and Ottawa Ry. near the angle to the Chaudiere Branch of the StL&O at or near Poplar Street.

24 March 1902 from OIC to CAR

As the recent fire has removed the buildings on the Canal Reserve near Catharine Street the commissioners have decided to fence in the Canal reserve and they will commence to fence south of Archibald Street in a few days. Request that you will have all the old debris and iron belonging to your railway now on the reserve removed as soon as possible.

18 April 1902 from OIC to Department

Commissioners put men on fencing the boundary between the reserve and the CAR on 14th. On 15th the CAR ordered the men to stop the work which they did. Request peaceable possession.

19 April 1902 from Department to CAR

With respect to the portions of the reserve which you are occupying but not held under lease. Requests immediate compliance with request from OIC. Terms for continued crossing of the canal.

22 April 1902 from CAR to department

The leases were drawn out but for some reason never executed. Government should not take advantage of the fact that the leases were not executed.

22 April 1903 from CAR to Department

Requests grant of a lease for the land on the east side of the Rideau Canal.

29 August 1903 Privy Council approves the lease.

16 December 1909 from GTR to department

In considering the design of a renewal of the swing bridge I find the traffic of small pleasure craft increasing. A deck plate girder swing similar to the present structure but for heavier loading the increased depth will lessen the headroom and require more frequent opening.

Asks for consideration for a substitution of a single opening of either the bascule or lift type.

23 December 1909 from Department to GTR

Department is willing to consider replacement with a lift or bascule. Require a clear width on the water of 65 ft.

19 July 1910 from GTR to Department

Necessary to replace the present plate girder span. The plan contemplates retaining the present pivot pier without change.

25 November 1910 PC 2386 is passed

End of part 1.

RG 12 vol. 3671 part 2 of file 4052-225

Correspondence regarding filing of plans for rebuilding span.

10 July 1913 order 19766 Silicate Brick Company.

29 June 1914 from City Engineer to Department

In proceeding with the plans and elevations of the proposed lift bridge over the Rideau Canal on a line with Pretoria and Hawthorne Avenues, we find that the existing railway track leading to the Silicate brick Company's yard interferes with the proposed bridge.

On investigating we find that the lease No 14968 dated May 4 1903 from the Dominion Government to the Silicate Brick Company does not expire until April 30, 1924. This lease has added to it by authority of Order in Council on May 2nd 1912, permission to lay and maintain railway tracks crossing the premises of the lessee to connect with the GTR siding and contains the following clause:

"It is expressly understood that if at any time the said lease shall be cancelled, the Lessee shall have no claim for compensation in respect to the removal of the said siding."

The G.T.Ry. lease is No. 15380 dated Feby. 27th 1904 and this I understand is a "during pleasure" Lease which can be broken just by notification to that effect from the Department of Railways and Canals.

To enable us to prepare a proper design and to facilitate the work I would be very glad if you will arrange to have this lease cancelled as soon as possible. An early reply would oblige.

6 June 1914 from Supt. Engineer Rideau Canal.

Attached to this is a copy of the plan of the lease to the CAR which indicates that the land in question is the same and suggests that the Silicate Brick Company siding is the same as the CAR canal dock siding. The road to the Pretoria Bridge goes right through this land.

Order in Council of 27 July 1915 authorized the surrender of a portion of land leased under lease No. 15380.

1 October 1915 from City Engineer to GTR

In order that the construction of the bridge at Pretoria Avenue may not be delayed, the City of Ottawa require the prompt removal of your tracks at that point referred to in your letter of 8 ultimo to Superintending Engineer Phillips. Can you have this undertaken tomorrow as the matter is urgent.

4 October 1915 from GTR to Phillips, Engineer, Rideau Canal

BRC order 19788 issued on 10 July 1913, directed this company to construct maintain and operate a track or siding extending along this leased property which provides facilities for traffic passing over a wharf or dock which is located at the southerly end of the property and also providing for the traffic for the traffic to a Brick Works. --- The track was constructed according to the order at some cost to the GTR and it is considered that if this proposed extension of the street across the leased property is to interfere with this track some arrangement should be made to permit of the track being altered so as not to destroy its use, or if that cannot be done that the Company or the party interested may be compensated. GTR is bound by order of the BRC and cannot sign any document which would put us in a position to be accused of default in carrying out the order at the instance of the Brick Company with whom we have our usual form of siding agreement, providing we shall operate and handle their traffic over the siding.--- We trust the Department can convey the small area of land in question on which this track is laid, to the City, subject to our right to maintain the tracks as at present.

14 October 1915 notice of cancellation of lease served upon GTR.

25 December 1915 PC 3054 issued

Authorizes a new lease to the GTR of land north of Pretoria Avenue Bridge approach.

22 July 1929

Lease will have to be changed because some of the land will be required for a meter rating tank. The new land was merely that required by the railway on both sides of the drawbridge.

Correspondence on payment etc.

11 July 1940 order 59374 is issued

Part 3

CNR bridge at Isabella Street was taken out of service on 3 February 1963 and handed over to the National Capital Commission the following day.

End of file.

RG 43 vol. 696 file 22125

Proposed change of divisional point from Madawaska to Barry's Bay.

3 April 1930 From DM Transport, V.I. Smart to Sir Henry Thornton, CNR

Had a visit from Dr. MacKay former MP for North Renfrew. Mentioned that it was the intention to move the divisional point from Madawaska to Barry's Bay.

This would have a serious effect upon Madawaska as the railway is the only commercial or industrial activity at that point. Considerable expenditure had been made a few years ago to provide a good school and debentures still have seven or eight years to run.

Please advise whether it has been decided, as rumored, to move the divisional point.

9 May 1930 from Thornton.

In the interests of economy in operation and to provide the service which the traffic demands we are now running a train from Ottawa to Barry's Bay and return instead of to Madawaska but there is no intention at the present time of abandoning Madawaska as a divisional point in favour of Barry's Bay.

22 August 1930 Note

Unofficially they are going to operate 89 through to Madawaska with change of time on September 28 instead of to Barry's Bay and will run twice a week west of Madawaska instead of three times as at present.

Undated note

Change was made in 1930. No 89 to Barry's bay instead of to Madawaska on account of there being practically no traffic west of Barry's Bay and a good saving has been effected.

In 1920 the railways operated a through train to Scotia Jct. and the train mileage per month was 11039.06. In 1930 the monthly mileage was 5,616 (to Barry's Bay; west of Barry's Bay to Scotia 2,706.6 miles a month, a total train mileage per month of 8,323, the difference representing a saving of 2,716 passenger train miles per month at approximately \$1.00 per month (sic).

Last year they required three engines and three crews (train) and this year two engines and two train crews, and one mail car instead of two as previous year.

29 August 1930 Memorandum

Service was carried on with two engines and two train crews instead of three engines and three train crews and one mail car instead of two resulting in a saving of 840 train miles or \$840 per month.

9 September 1930 from CNR

Trains 89-90 operating through between Ottawa and Madawaska instead of Barry's Bay. Train 89 will leave Ottawa at 8.05 a.m. instead of 7.40 a.m., making connection with no. 8 from Toronto which will arrive Ottawa at 7.45 a.m.

End of fle.