

Sussex Street including Hurdman

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Plan showing St.L&O crossing M&O and CAR revised to 4 Nov 1898, proposed arrangement of signals. Union Switch and Signal plan No. C 2028

Shows connection with O&NY as well as a proposed line to a lumber yard. The two quadrants (north and south connecting tracks) between Sussex St. sub and M&O are shown.

Arrangement of levers:

1. Eastbound M&O distant.
2. Eastbound M&O home.
3. Eastbound M&O starter.
4. Eastbound O&NY starter.
5. Southbound StL&O distant
6. Southbound StL&O home.
7. Southbound StL&O starter.
8. Westbound M&O distant.
9. Westbound M&O home.
10. Westbound O&NY distant.
11. Westbound O&NY home.
12. Spare.
13. Spare.
14. Spare.
15. Eastbound and westbound M&O derails (protect StL&O/M&O diamond).
16. (a) Switch StL&O/North Connecting track and;
(b) Northbound derail on North Connecting track.
17. Southbound StL&O derail (protects StL&O/M&O diamond).
18. Westbound O&NY derail.
19. Switch M&O/O&NY.
20. (a) Switch M&O/North Connecting track and;
(b) Southbound derail on North Connecting track.
21. (a) Switch M&O/South Connecting track.
(b) Northbound derail on South Connecting track.
22. (a) Switch St.L&O/South Connecting track and;
(b) Southbound derail on South Connecting track.
23. Southbound StL&O derail (protects StL&O/CAR diamond).
24. Westbound CAR derail (protects StL&O/CAR diamond).
25. Northbound StL&O derail (protects StL&O/CAR diamond).
26. Eastbound CAR derail (protects StL&O/CAR diamond).
27. Spare.

28. Spare
29. Spare
30. Westbound CAR home.
31. Westbound CAR distant.
32. Northbound StL&O starter.
33. Northbound StL&O home
34. Northbound StL&O distant.
35. Eastbound CAR home.
36. Eastbound CAR distant.

12 levers for 18 switches and 18 locks
18 levers for 18 signals and 4 b. locks
30 working levers
6 spare spaces (12-13-14-27-28-29)
36 lever frame

Signals 3 and 4 were on the same mast with signal 4 being to the right of and lower than signal 3.

RG 46 vol. 1412 file 343
Flooding at New Edinburgh

Plan of 10 Jul 1903. Does not show B&P enginehouse. Shows four spans across the Rideau River near Green Island.

7 Aug 1901. Andrew Bell, Civil Engineer, carried a hydrological investigation for Collingwood Schreiber. STL&O now CPR bridge – remove all old wooden piers and loose stone to a depth of at least 4' below low water. Refers to the CPR bridge **over which the trains of the NY&O run** and the CAR bridges are good structures and offer no obstruction.

On 25 Jul 1903 City of Ottawa and Carleton County applied for an order directing the removal of the earth embankment constituting the eastern approach of the railway bridge over the Rideau River at New Edinburgh and a substitution therefore of a bridge having a clear span of 150' and also the restoration of the island at this point to its original condition.

Second report on Rideau River floods by Andrew Bell dated 18 Oct 1902.

Matter seems to have died.

11 Feb 1943 CPR freight transfer 98, engine 3515, Rideau River bridge, m. 6.2 Sussex Street sub. one small upright in column truss span broken. While 98 backing towards Sussex Street, van left track at west end of bridge due to ice conditions. Bridge out of use until night of 13th.

RG 46 1992-93/066 File 26908

Plan X-2-216 Interlocking plant at crossing of CPR Sussex Street sub by M&O and GTR, GTR and M&O by CNOR and junction with NY&O.

The original plan is dated 15 Nov 1911, modified 28 Aug 1913, 15 Oct 1913, 5 Dec 1913, Oct 23 1914, 25 May 1915. The modifications are shown in red dated 8 Nov 1915.

Lever	As on 25 May 1915	8 Nov 1915
1	Distant semaphore for M&O trains towards Montreal and O&NY trains towards Cornwall	Same as before
2	Distant semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Junction (Federal)	Same as before
3	Distant semaphore for St.L&O trains from Sussex Street towards Chaudiere	Semaphore 3 converted to fixed distant and lever used for time lock
4	Dwarf signal for St.L&O trains from Sussex Street, located on same post as 13	Same as before
5	Spare space	Home semaphore for M&O trains from Ottawa towards Chaudiere over new south west connecting track, lower arm on same post as 8 & 9
6	Spare space	Switch on M&O to/from new south west connecting track
7	Spare space	Switch* on St.L&O to/from new south west connecting track
8	Home semaphore for O&NY trains towards Cornwall, lower arm on same post as 9	Same function as before but middle arm on same post as 5 and 9
9	Home semaphore for M&O trains towards Montreal, upper arm on same post as 8	Same function as before but middle arm on same post as 5 and 8
10	Derail* for 8 and 9	Derail and facing point lock* for 6
11	Home semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Jct. (Federal)	Same as before
12	Derail* for semaphore 11	Same as before
13	Home semaphore for St.L&O trains from Sussex Street towards Chaudiere.	Same as before
14	Switch* on St.L&O to/from north connecting track	Same as before
15	Switch on St.L&O to/from south east connecting track*	Same as before
16	Switch on M&O to/from south east connecting	Same as before
17	Switch on M&O to/from north connecting track, derail* on north connecting track	Same as before
18	Facing point lock for 16	Same as before
19	Switch on M&O to/from O&NY, derail* on the O&NY	Same as before
20	Facing point locks for switches 17 and 19	Same as before
21	Facing point lock for derail 19	Same as before
22	Derail for semaphore 24*	Same as before
23	Home semaphore for O&NY trains towards	Same as before

	Ottawa	
24	Home semaphore for M&O trains towards Ottawa	Same as before
25	Spare space	Dwarf signal for O&NY trains from Cornwall, lower arm on same post as 23
26	Dwarf signal for movements from the north connecting track to the M&O	Same as before
27	Dwarf signal for M&O trains from Montreal, located on same post as 24	Same as before
28	Distant semaphore for O&NY trains towards Ottawa	Same as before
29	Distant semaphore for M&O trains towards Ottawa	Same as before
30	Distant semaphore for GTR trains towards Montreal	Same as before
31	Home semaphore for GTR trains towards Montreal	Same as before
32	Derail for semaphore 32*	Same as before
33	Derail for semaphore 34*	Same as before
34	Home semaphore for GTR trains towards Ottawa	Same as before
35	Derail for semaphore 36*	Same as before
36	Home semaphore for CNOR trains from Rideau Jct (Federal) to Henderson Avenue/Hawkesbury	Same as before
37	Derail for semaphore 38*	Same as before
38	Home semaphore for St.L&O trains from Chaudiere to Sussex Street	Same as before
39	Spare space	Home semaphore for St.L&O trains from Chaudiere to Ottawa over the new connection, middle arm on same post as 38 and 41
40	Spare space	Time lock
41	Dwarf signal for St.L&O trains from Chaudiere to M&O, located on same post as 38	Same as before
42	Distant semaphore for CNOR trains from Rideau Jct. (Federal) to Henderson Avenue/Hawkesbury	Same as before
43	Distant semaphore for StL&O trains from Chaudiere to Sussex Street	Same as before
44	Distant semaphore for GTR trains towards Ottawa	Same as before

Notes:

- (1) the switch for movements to and from the GTR-CNOR interchange is controlled from a switch shanty at the east end of the Rideau River Bridge.
- (2) Switches and derails marked * are fitted with "S & L" which appears to be a fouling bar.

Signals	Signals		Levers	Levers
Original	Modified	Description	Original	Modified
9	8	Distant signals	9	8
10	12	Home signals	10	12
4	5	Dwarf signals	4	5
2	3	Switches S & L	2	3
2	2	Switch and derail	2	2
1	2	Switches	1	2
7	7	Derails	7	7
5	6	Facing point locks	3	3

0	2	Time locks	0	2
		Working levers	38	44
		Spare	6	0
		Lever Machine	44	44

Attached to the signal diagram is a plan dated 1 Jan 1916 which was filed on the Carleton County Registry Office on 4 Jan 1916. It shows the changes proposed in red but also shows another interlocking where the CNOR crossed the Sussex Street line. The interlocking tower is in the north east quadrant of and close to the diamond which has an angle of 92 degrees 16 minutes.

The diamond is protected by home and distant semaphores in each direction on the Sussex Street line and from Hawkesbury and Henderson Avenue but not from Rideau Junction. Derails are placed on the switch for movements to Henderson or Hurdman off the Hawkesbury line, both sides.

18 Apr 1916

CPR applies to the Board for authority to construct at grade across the tracks of the CNOR and Russell Road at m.85.81, M&O Railway.

4 May 1916 Letter from CNOR to Board

We have no objection to an order provided our senior rights at the point of crossing are protected. We have already received authorization to construct a connecting line between the GTR and our own line for the operation of our Ottawa Montreal trains into Central Station, that this connection will require additions to the interlocking plant and we wish to reserve for our own use the six spare spaces which were left in the tower at the time when we built same and we think that any levers required for the protection of the connection now applied for by CPR should be in addition to the above.

8 May 1916 Letter from CPR Engineer of Maintenance of Way to G.Mountain, Chief Engineer of the Board

The Hurdman Tower, when it was rebuilt, had six spare spaces and our Signal Engineer is justified in the position he takes that these spaces were at our disposal at that time for any additional track connections we might desire within the interlocked zone, they should also be available to us now. However, the matter is not a very serious one, and if it will remove any objection the CNOR may have to our proposed connection, will place in the tower, at our own expense the four additional spaces and levers necessary for the operation of our proposed connection. Two out of the six spaces are required for the operation of gravity time locks which are to be installed, but as these time locks will be common to all railways involved, I presume the CNOR will have no objection to two of the spaces being used for this purpose.

6 May 1916 BRC order 24952 (Saturday)

Upon the report of the Assistant Chief Engineer, the CNOntarioR consenting and no objection having been offered by the municipality of the township of Gloucester although duly notified --

IT IS ORDERED that the applicant company (CPR) be authorized to construct, maintain, and operate, at grade across the right of way and tracks of the CNOR and across Russell Road a wye track connecting the tracks of the St. Lawrence and Ottawa and the Montreal and Ottawa railway Companies at mileage 85.81 of the line of the M&O as shown on the plan filed, the wye track to be connected up with the interlocking plant, at the expense of the CPR. Plans of the changes to the interlocker to be approved by an engineer of the board.

Board Engineer, George A. Mountain approved the plans on 13 Jun 1916.

22 Jun 1916 Letter from A.B. Spencer, CP Superintendent to G. Mountain, BRC

I was ready to go ahead with the work this morning, after advising CNO people giving them sufficient time to have their Inspector on the ground but in the meantime yesterday P.M. received instructions from our General Superintendent not to do anything until I heard further. But our Agent at Hurdman wires me this morning that the CNO people have an engine and two box cars standing opposite where our new Diamond is going in and inside of Interlocking Plant and refuse to move on signal from Towerman. Understand CNO People have spiked down derail and moving over Plant without derails.

Our No. 34 Toronto train held at East end main line until this train gets over Interlocking Plant, They are evidently ignoring Railway Commission Order #24952, 6 May 1916.

22 Jun 1916 Telegram from A.D. Cartwright, secretary BRC to Gerard Ruel, CNorthern Solicitor

On instructions from your Superintendent Irwin your men have blocked track to prevent CPR laying diamond at Hurdmans Bridge under order 24952 of 6th May last issued on consent of your company. What explanation have you to give? Board thinks your men who are blocking laying of diamond should be removed at once.

23 Jun 1916 Telegram from A.D. Cartwright, Secretary of BRC to L.C. Fritch, General Manager, CNOR.

Not having heard from you in answer to my telegram to ruel of yesterday Board is authorizing CPR to put in diamond at Hurdman's Bridge Crossing on Monday morning. Mr. Mountain will be present and will supervise work.

23 Jun 1916 Telegram from L.C. Fritch, CNOR, to A.D. Cartwright, BRC

Re telegram re diamond Hurdman crossing we are negotiating with can pac regarding settlement of certain matters before we can consent to their crossing our right of way with proposed connection can pac have practically agreed upon our terms and when this is done we will permit them to cross our right of way with their track but not otherwise.

28 Jun 1916 Memorandum from George Spencer, Chief Operating Officer of the BRC to the Secretary.

The attached file was handed to me by Mr. Mountain and my attention called to Mr. Spencer's letter of June 22nd. Inspector Blyth made inquiries and found that, on the 22nd instant, a CNOR engine and a couple of cars were given the route to pass over the crossing and stopped inside the derail on the west side of the CPR main line and were placed just where it would obstruct the work of installing the diamond for the new CPR connection, as covered by order #24952. This train was moved out to permit of movement of CNOR engine moving to or from Henderson Avenue. As soon as the movement mentioned was completed, instead of waiting until clear signals were given again, the derail at the east side of the CPR main line was disconnected and spiked in the clear position and the engine and cars were again placed where they would obstruct the work mentioned, having been run under the home signal which was standing at the "Stop" position: in other words the interlocker was forced for the purpose of getting this engine with its cars back to where it had previously stood.

On account of this engine standing inside the interlocker, the towerman reported the matter to the CPR authorities by telephone and was instructed not to clear the signals for any movement through the plant while the obstruction existed. A little later an advice was given by the CPR authorities by telephone again that they would not attempt to proceed with the work of installing the diamond that day and the CNOR engine and cars were then withdrawn and the plant put back into its normal condition.

I understand the CPR Toronto-Ottawa express train was delayed 20 minutes in consequence of the above.

I would recommend that the malicious forcing of the interlocker be taken up with the railway company and the man responsible for the action be suitably dealt with.

29 Jun 1916 Letter from R.H.M. Temple, CNOR to A.D. Cartwright, Secretary BRC.

I have received a request to take up with the Board the matter of the CPR making contribution towards the original cost of the interlocking plant at Ottawa, in view of the fact that they are installing additional functions to the present plant. We are now housing and taking care of additional functions not contemplated in the original plant and which are purely for Canadian Pacific service. We would point out that the new crossing and protection are junior to the interests of this company and that as such they should not be brought in and given the same seniority rights as the existing line of the CPR with regard to the cost of protection required.

30 Jun 1916 Letter from Secretary BRC to D.B. Hanna, VP CnoR

Attaches report from Chief Operating Officer, the Board considers the action of the CNOR a very serious matter and desires to know what you propose doing in regard thereto.

18 July 1916 Letter from D.B. Hanna, Third VP, CNOR to A.D. Cartwright, Secretary, BRC.

An agreement was made between General Manger MacTier and myself that the Canadian Northern would grant the CPR the right to cross our right of way at Ottawa with their wye connection in consideration of the CPR granting the CNOR the right to place additional tracks on their right of way at Rosedale. There was also a condition under which this agreement was made that the CPR would pay their proportion of the interlocking plant which was paid for originally by the CNOR entirely and Mr. MacTier sent his Engineer Maintenance of Way, to Toronto to see me in regard to the matter who stated the CPR would not grant the CNOR the right to place any switches on their right of way at Rosedale and that he had no authority to grant this right. I immediately took up the matter with Mr. MacTier and advised him that without the privilege of placing switches on the CPR right of way easement over their right of way would be of no use to us and stated that unless the Toronto matter was settled we would not permit them to cross our right of way with their wye track. To this we received no reply and I then instructed Superintendent Irwin to not permit the CPR to cross our right of way with their track until these matters were settled and he placed a watchman at Ottawa to watch our interests.

In regard to the delay to the CPR train there was no necessity for this delay as the train could have flagged over the crossing without any delay. I am told that the day following the incident the CPR deliberately placed a car on their main line in an exact similar position and overated (operated?) over the diamond with a car in that position.

With regard to the charge that the CNOR was guilty of maliciously forcing the interlocker. I must take exception to this statement as it is not in accordance with the facts, the facts being that on investigation it was found that there was a broken bolt in the derail on our line and it was considered necessary for this reason to spike the derail, but there was no intention on our part to maliciously force the interlocker.

Generally speaking the whole trouble simmers down to the point where the CPR through its offices attempted to repudiate an arrangement entered into with our offices, so that matters might go before the Board with all parties consenting.

20 July 1916 Memorandum from G. Spencer, Chief Operating Officer, BRC to Secretary BRC.

We should ask CPR whether there was a broken bolt between the derail as claimed by the CNOR. The information given to Inspector Blyth did not show that such was the case.

24 Jul 1916 Letter from Cartwright, Secretary, BRC to E.W. Beatty, VP & Gen Counsel, CPR.

Asks CPR to state whether there was a broken bolt between the derail as claimed by the CNOR.

27 Jul 1916 Letter from MacTier, Gen Manager, CPR to Mountain, Chief Engineer of the Board

Work of changing the interlocker has been completed, blue print X-2-216/4 attached, please arrange for inspection.

1 Aug 1916 Memorandum from G. Mountain to Cartwright, Secretary, BRC.

Today I inspected the addition to the interlocker. I found everything in accordance with the plan and in first class working order and I recommend that an order issue granting the operation of this new connection.

2 Aug 1916 Order 25240 issued.

CPR and CNOR are authorized to operate their trains over the crossing without their first being brought to a stop.

11 Aug 1916 Letter from CPR Beatty to Cartwright, BRC

I am attaching a copy of a statement taken by this company's Assistant Superintendent at Ottawa from this company's Signal Repairman F. Grummish in connection with this matter which indicates that Mr. Hanna has been misinformed in connection with this matter. It is evident that the bolt was not broken at all but was taken out intentionally.

4 Aug 1916 Statement from CPR Signal Repairman F. Grummish.

I started putting in new Interlocker connection with new loop track, Hurdman wye in May 22nd. In the morning of June 22nd (May 22nd?) I was at work at 7.00 am. When I arrived there I noticed C.N.R. engine and two cars standing on C.N.R. main line at point where new diamond was to be put in on loop. This meant that Interlocking Plant could not be operated. I then went over to Tower House and notified signalman Cornon not to allow any trains over plant. I made this move as an extra precaution as I did not understand why they were standing there. Signalman Cornon told me engine and cars had been standing there since 6.50 A.M. I then went over to point where C.N.R engine stood and asked Mr. Buller, C.N.R. Agent, who was with the engine, how long they were going to remain there. He said "I do not know". I told him they were holding up all movements over plant. He replied "We have the right to stand here and will stay here as long as we like". I did not say anything further to him but proceeded over to Hurdman Telegraph Office and reported to Mr. Spencer that North Derail was spiked by C.N.R and that C.N.R. engine 333 was passing through the plant without getting clear signals from the man in Tower. I then returned to Loop Track, again met Mr. Buller and asked him "Who spiked the derail?" He replied that he did not know. I then told him that I was going to couple up derail. He told me that if I put a foot on their property he would take out a warrant against me. In defiance of him I coupled up derail. Previous to this C.N.R. peopel (sic) cut off their engine but left the two cars inside the plant. When I went to couple up derail I found there was a bolt missing. This bolt was in proper position previous night, I sent E. Moorehouse to M&O diamond for bolt. When he returned (about five or ten minutes) I found he brought the wrong bolt. I said "This bolt is no good". There was a man standing close by me and he said, "If you look round a bit you might find one". He said "Look under that box, it might be there." I looked under the box and the bolt was there. I put it in derail and coupled up the plant.

Q. Then all that was necessary to put plant back in operation was to replace this bolt?

A. Yes. I had pulled the spike previous.

Q. What conditions was this bolt in when you left plant previous night?

A. First class.

Q. Are you satisfied that the bolt you got under the box was the same one that was in derail when you left work previous night?

A. Quite satisfied it was.

Q. Who was the man who told you the bolt was under box?

A. I do not know his name. I inquired of other C.N.R. employees and they said he was the Resident Engineer.

Q. Would you know him if you would meet him again?

A. Yes sir.

(SGD) F Grummish.

25 Aug 1916 Note from Commissioner A. Goodeve to Assistant Chief Commissioner

In view of the serious nature of the offence having been called to the attention of the CNRy and the addition to the interlocker having been completed in accordance with order 24952 and its use being authorized under Order 25240, I think this matter might be considered as closed and no further action taken.

With reference to Mr. Temple's request contained in his letter of June 29th regarding the CPR making a contribution towards the original cost of the interlocker, I am of the opinion that the addition made would not warrant the altering of the disposition made as to costs under original order No. 16451.

The Assistant Chief Commissioner agreed.

24 Aug 1916 Letter from Board to Temple, CNOR

The additions made to the interlocker do not warrant the altering of the disposition made as to costs under order #16451.

29 Mar 1934 CPR to Board

Attaches prints of plan X-2-216/6 of 8 Jan 1934 showing proposed changes.

Principally in elimination, replacement and fixing of various approach signals as well as the elimination of derail #7 which was not required after the elimination of the diamond of the Sussex Street on the M&O. Approach signal #42 is no longer required on account of changes made by the CNR so that trains on their main track do not now pass this signal and it is therefore unnecessary. Plans have been signed on behalf of CNR and O&NY

4 Apr 1934 Board to CPR

Matter will have to stand until the Board considers the question of interlocking generally. Why is it proposed to remove signals 28, 42 and 43 and derail 7?

12 Apr 1934 CPR to Board

Changes to not affect the safety of the interlocking. Substitution of old wire connected signals 1 and 29 for colour light is an improvement - more reliable.

It is not the intention to remove signals 28 and 43 but to make them inoperative fixed at caution - speed of trains on Sussex Street sub. and O&NY is low. Propose to remove 42 because this provided an approach for trains for signal 36. The only trains which now pass home signal 36 are those which come from Ottawa and proceed through the crossover near signal 36 and then change direction and proceed over the crossing [ast signal 36. Propose to remove derail 7 because the protection it affords will be provided by derail 37. Formerly there was a switch at 7 leading across the M&O. Some years ago the switch was removed and the derail substituted for it to avoid making changes to the interlocking.

23 Apr 1934 Order 50950 approves changes to the interlocking plant as shown on the plan.

Plan X-2-261-6 of 8 Jan 1934

Lever	Before changes	After changes
1	Distant semaphore for M&O trains towards Montreal and O&NY trains towards Cornwall	Replaced by signal 868, spare lever
2	Distant semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Junction (Federal)	Same as before
3	Time lock	As before
4	Spare lever	Same as before
5	Home semaphore for M&O trains from Ottawa towards Chaudiere over south west connecting track, lower arm on same post as 8 and 9	As before
6	Switch on M&O to/from south west connecting track	As before
7	Derail* on St.L&O to/from south west connecting track	Derail removed, spare lever.
8	Home semaphore for O&NY trains towards Cornwall, middle arm on same post as 9 and 5	Same as before
9	Home semaphore for M&O trains towards Montreal, upper arm on same post as 5 and 8	Same as before
10	Derail and facing point lock* for 6	Same as before
11	Home semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Jct. (Federal)	Same as before
12	Derail* for semaphore 11	Same as before
13	Spare lever	Same as before
14	Spare lever	Same as before
15	Switch on St.L&O to/from south east connecting track*	Same as before
16	Switch on M&O to/from south east connecting	Same as before
17	Switch on M&O to/from north connecting track, derail* on north connecting track	Same as before
18	Facing point lock for 16	Same as before
19	Switch on M&O to/from O&NY, derail* on the O&NY	Same as before
20	Facing point locks for switches 17 and 19	Same as before
21	Facing point lock for derail 19	Same as before
22	Derail for semaphore 24*	Same as before

23	Home semaphore for O&NY trains towards Ottawa	Same as before
24	Home semaphore for M&O trains towards Ottawa, upper arm on same post as 27	Same as before
25	Dwarf signal for O&NY trains from Cornwall, lower arm on same post as 23	As before
26	Dwarf signal for movements from the north connecting track to the M&O	Same as before
27	Dwarf signal for M&O trains from Montreal, lower arm on same post as 24	Same as before
28	Distant semaphore for O&NY trains towards Ottawa	Signal made inoperative, lever spare
29	Distant semaphore for M&O trains towards Ottawa	Signal replaced by signal 851, lever spare
30	Distant semaphore for GTR trains towards Montreal bolt locks switch to CNOR interchange	Same as before
31	Home semaphore for GTR trains towards Montreal	Same as before
32	Derail for semaphore 32*	Same as before
33	Derail for semaphore 34*	Same as before
34	Home semaphore for GTR trains towards Ottawa	Same as before
35	Derail for semaphore 36*	Same as before
36	Home semaphore for CNOR trains from Rideau Jct (Federal) to Henderson Avenue/Hawkesbury	Same as before
37	Derail for semaphore 38*	Same as before
38	Spare lever	Same as before
39	Home semaphore for St.L&O trains from Chaudiere to Ottawa over the new connection, upper arm on same post as 41	Same as before
40	Time lock	Same as before
41	Home signal for St.L&O trains from Chaudiere to M&O, lower arm on same post as 39	Same as before
42	Distant semaphore for CNOR trains from Rideau Jct. (Federal) to Henderson Avenue/Hawkesbury	Signal 42 eliminated, lever spare
43	Distant semaphore for StL&O trains from Chaudiere to Sussex Street	Signal 43 made inoperative, lever spare
44	Distant semaphore for GTR trains towards Ottawa	Same as before
45	-	Spare space
46	-	Spare space
47	-	Spare space
48	-	Spare space

Frame is shown as 48 levers, 44 formerly.

Hurdman Interlocking was a Saxby and Farmer Apparatus No 8472 1908 type (English)

**16 Sep 1940 Memo from Signal Engineer Noell
The Affair at Hurdman 7 Sep 1940**

Signals involved were distant 44, home 34 and derail 33. On the night the towerman had lined the route for CPR train 33 from Ottawa to Toronto and before No. 33 had reached

Home signal 9 the towerman noticed that CNR train 1 from Montreal was passing home signal 34 and derail 33 which was set against No. 1 so the towerman placed signal 9 against train 33 and the train was stopped before no 9 signal was reached, but the CNR train was not able to stop before running off the derail and to within 120 feet of the diamond. Very little damage was caused to the interlocking plant or train equipment.

On the CNR approaching distant signal 44 there is a long left hand curve and the fireman has an approach view of approx. 2,000' but the engineer's view is limited to approx. 700'. The distant signal is wire connected and the home signal is pipe connected. Distance between home and distant is 1212'. It would appear that the type of traffic over the CNR would warrant a power operated distant signal and located a sufficient distance from the home signal so as to enable trains receiving a caution signal to stop before reaching the home signal.

Recommends that signal 44 be converted to power operation and located at least 3,000' from the home signal.

24 Sep 1940 CNR to the Board

Agree with the conclusions of Signal Engineer Noell and intend to make this improvement during 1941.

8 Oct 1940 Board to CNR

Speed of passenger trains over interlocking is 35 mph. Suggest frequent checking by efficiency tests.

24 Jul 1941 CPR to Board

Encloses for approval plan X-2-216-7 revised to 6 Jun 1941 showing proposed changes to the interlocking at Hurdman.

25 Jul 1941 CNR to the Board

No objection to CPR application.

29 Jul 1941 Memorandum from D.M. Noell, Signal Engineer to Mr. Kilburn

The principle changes consist of removal of derails 37, 32, 33, 10, 17 and 22, the removal of distant signal 2 on the CNR switching line from Hurdman Yard and the changing of distant signals 44, D39 and 08 from wire connected to power operated signals. These three signals have also been located a greater distance from their respective home signals.

Signal 30 has been omitted and an operative unit added to signals D31a and D31b to give a distant indication to signals 30 and 31. The double track connection on the CNR near the crossing has been shortened and switch 32 has been included in the interlocking plant and signal 14 added to govern movements over this new connection.

With the addition of electrically operated signals and track circuits the changes will constitute a great improvement over the old wire operated signals. Signal 851 has been

relocated and is now 5,000' in advance of the respective home signal. This will give a greater approach indication and thereby increase the breaking (sic) distance.

All of the changes contemplated are an improvement and will increase the efficiency of the plan (sic) considerably and with power operated signals on all high speed lines, I see no objection to the removal of the derails. There is no approach signal for the Sussex Street line but as this is entirely a shunting lead I do not consider an approach necessary. This also applies to the switching spur on the CNR from Hurdman yard.

Recommends approval, conditional upon permission being received from the O&NY.

29 Jul 1941 NYC to Board

Proposed changes meet with our approval.

2 Aug 1941 Order 61064

Approves plan X-2-216-7

Plan X-2-216-7

Lever	Before changes	After changes
1	Spare lever	Same as before
2	Distant semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Junction (Federal)	Distant signal 2 removed, spare lever
3	Time lock	Time lock removed, lever spare
4	Spare lever	Same as before
5	Home semaphore for M&O trains from Ottawa towards Chaudiere over south west connecting track, lower arm on same post as 8 and 9	Same as before
6	Switch on M&O to/from south west connecting track	Same as before
7	Spare lever	Same as before
8	Home semaphore for O&NY trains towards Cornwall, middle arm on same post as 9 and 5	Same as before
9	Home semaphore for M&O trains towards Montreal, upper arm on same post as 5 and 8	Same as before
10	Derail and facing point lock* for 6	Derail removed, facing point lock for 6 retained
11	Home semaphore for CNOR trains from Henderson Avenue/Hawkesbury towards Rideau Jct. (Federal)	Same as before
12	Derail* for semaphore 11	Same as before
13	Spare lever	Same as before
14	Spare lever	New home signal for trains towards the Beachburg sub. off the Alexandria sub. over the CNOR/GTR interchange
15	Switch on St.L&O to/from south east connecting track*	Same as before, S & L removed
16	Switch on M&O to/from south east connecting	Same as before
17	Switch on M&O to/from north connecting track,	Derail* removed

	derail* on north connecting track	
18	Facing point lock for 16	Same as before
19	Switch on M&O to/from O&NY, derail* on the O&NY	Same as before
20	Facing point locks for switches 19 and 17	Same as before
21	Facing point lock for derail 19	Same as before
22	Derail for semaphore 24*	Derail removed, lever spare
23	Home semaphore for O&NY trains towards Ottawa	Same as before
24	Home semaphore for M&O trains towards Ottawa upper arm on same post as 27.	Same as before
25	Dwarf signal for O&NY trains from Cornwall, lower arm on same post as 23	Same as before
26	Dwarf signal for movements from the north connecting track to the M&O	Same as before
27	Dwarf signal for M&O trains from Montreal, lower arm on same post as 24	Same as before
28	Spare lever	Same as before
29	Spare lever	Same as before
30	Distant semaphore for GTR trains towards Montreal bolt locks switch to CNOR interchange	Signal 30 moved 1214' towards Hurdman, lower arm on same post as 31
31	Home semaphore for GTR trains towards Montreal	Same as before, now upper arm on same post as 30
32	Derail for semaphore 32*	Derail removed and replaced by switch to CNOR/GTR interchange
33	Derail for semaphore 34*	Derail removed, lever spare?
34	Home semaphore for GTR trains towards Ottawa	Same as before
35	Derail for semaphore 36*	Same as before
36	Home semaphore for CNOR trains from Rideau Jct (Federal) to Henderson Avenue/Hawkesbury	Same as before
37	Derail for semaphore 38*	Derail removed, lever spare?
38	Spare lever	Same as before
39	Home semaphore for St.L&O trains from Chaudiere to Ottawa over the new connection, upper arm on same post as 41	Same as before
40	Time lock	Time lock removed, lever spare?
41	Home signal for St.L&O trains from Chaudiere to M&O, lower arm on same post as 39	Same as before
42	Spare lever	Same as before
43	Spare lever	Same as before
44	Distant semaphore for GTR trains towards Ottawa	Signal removed, lever spare
45	Spare space	Same as before
46	Spare space	Same as before
47	Spare space	Same as before
48	Spare space	Same as before

29 Oct 1942 CPR to the Board

The work has now been completed and would be glad if the Board can arrange for an inspection and the issue of an order authorizing the companies to operate over the crossing.

4 Nov 1942 Signal Engineer Noell to Kilburn, Chief Engineer

I inspected Hurdman Interlocker today. There are some minor changes in signal numbers and distances between signals but these will not affect the safety of operation through the plant. Recommends an order issue.

4 Nov 1942 Order 62903

Authorizes CPR and CNR to operate through the interlocking at Hurdman without their first being brought to a stop: Provided the signals are in the proceed position.

4 Oct 1950 CPR to Board

Encloses for approval plan X-2-216-7 revised to 12 Jul 1950 showing proposed changes. Proposed removal of the red or "stop" indications on CPR signals 29 and 849. These signals remain as approach to interlocking signals only.

30 Oct 1950 NYC to CPR with copy to the Board

The normal operation of our trains through the interlocking to our station in Ottawa is from signal 25 to the rear of signal 41 and thence around the left leg of the wye so signal 859. The proposed change will eliminate the stop indication of signal 29, this signal becomes a distant signal. It is not clear what protection is afforded our trains passing into the block in the rear of signal 41.

4 Nov 1950 CNR to Board

no objection to the proposed changes.

12 Dec 1950 NYC to Board

We have no objection to offer providing the signal at the rear of 20 properly protects our trains when they back around the wye to the rear of signal 41.

14 Dec 1950 CPR to the Board

The only protection now afforded the O&NY train movements is the yard limit board on the Sussex Street sub. located 2096' south of home signal 39 and the yard limit board on the M&O sub located 3500' east of home signal 25 which, of course, do not allow movements to be made on time of first class trains. The crew of the incoming O&NY train can obtain the necessary information in regard to first class trains from the operator in Hurdman Tower before proceeding onto that portion of the Sussex Street sub which was previously protected by S.P.S signal 29.

24 Jan 1951 NYC to Board

Changes shown on plan X-2-216-7 are satisfactory.

1 Feb 1951 Order 76022

Approves changes to the interlocking plant as shown on plan X-2-216-7 dated 12 Jul 1950.

13 Feb 1951 Order 76084

Technical amendment to 76022 - adds the words "is approved".

28 Jun 1954 Memo from M.R. Angus, Signal Inspector, to R.M. MacDonald

Made a survey of the Interlocking plant at Hurdman on 17 Jun 1954.

Signal 39-41 situated immediately (400') south of the CNR diamond operates in conjunction with signal 29, approach signal situated 2096' south of the home signal being wired, not track circuited, to this signal.

The home signal governs two routes; westward to Ottawa Union and eastward to Vaudreuil, when the home signal displays a red indication, the approach signal displays yellow, both, however, display green at the same time irrespective of whether the track in between is occupied or not.

The operator on the CPR tower at Hurdman controls the switches and signals by the use of levers, both CP and CN. However, it is possible for the operator at Riverside on the CNR to change the indications of the approach signal to home signal 36 if he wishes to hold a train.

While the tracks of the CNR are track circuited and indicate a train or condition in advance of the approach signals, such is not the case with the signals on the CPR although we are advised that the track south of the tower was track circuited and could be changed in a short time to provide this information.

While I understand the same conditions exist in many locations, consider the green indication given by approach signals could be misleading to an Engineman, as the track in advance might be occupied.

**Abandonment of the CPR Sussex Street sub
CTA file 39309.51**

1962, March 27

Phone call from Richie Feed and Seed about the threatened removal of the industrial spur serving their plant under the NCC development plan.

1962, August 27

Letter from Joseph Zelikovitz on behalf of Zelikovitz Fruit and Produce and Zelikovitz Bros. Cold Storage on letterhead of J. Freedman & Son of Michael Street. Both Zelikovitz plants are located at 85 Boteler Street on CPR land and are serviced by the CPR Sussex subdivision (sic). Have been notified that service will end May 1964 and object strongly as railroad service is vital to both businesses. The prime reason for locating in this area was for this rail service and both Fruit and Produce businesses cannot be operated without railway service.

1962, September 5

Reply to Zelikovitz. No application currently before the Board and a copy has been sent to CPR.

1962, September 7

Letter from Kevin Mullins, Realtors and Land Negotiators acting on behalf of Richie Feed and Seed. Currently negotiating compensation for loss of railway service on the Sussex subdivision which has been advised will terminate early in 1964. Objects to the termination of rail service.

1962, September 13

Reply to Mullins. No application currently before the Board and a copy has been sent to CPR.

1962, October 22

Letter from CPR Commission Counsel, K.D.M. Spence. Will obtain details of private siding agreements between CPR and industries located between Boteler and Bolton Streets and between Boteler and Dalhousie Streets. If the Sussex Street sub. is to be abandoned CPR wants to ensure that all industries will be relocated to an area where they can continue to receive CPR service. CPR is currently negotiating with the NCC but no agreement has been reached. Until such time when a satisfactory agreement has been reached it is not intended to abandon operations of this line.

1962, October 31

Letter from CPR Commission Counsel, K.D.M. Spence, Sets out details of private siding agreement for A.L. Florence & Sons. Order 27955 of December 20, 1918 granted CPR authority to construct, maintain and operate an industrial spur at grade across Dalhousie and Boteler Streets for A.L. Florence and Son, the track that was constructed under this

authority must be regarded as a private siding, at least in its last 490' west of Dalhousie Street.

CPR entered into a private siding agreement with A.L. Florence & Son on December 1, 1918 for a siding 490' in length commencing on the west side of Dalhousie Street, crossing Boteler Street and ending at the north side of Bolton Street. This agreement was surrendered on March 25, 1924.

A new siding agreement was entered into with the Capital Paper Stock Company which was controlled by the Florences. This company was taken over by Capital Hide and Raw Fur Company which, in turn, was taken over by R. Florence and the siding agreement was surrendered on November 15, 1925. A siding agreement was entered into on November 16, 1925 and when the company changed its name to Florence Paper Company the agreement was assigned to the new company on March 27, 1930.

Florence Paper Company is the only corporation or firm served by the spur authorized by order 27955 of December 20, 1918.

A copy of the siding agreement is attached dated November 15, 1925. Company operates a warehouse at Ottawa (Sussex Street). Compensation to the railway is \$42.00 per annum.

(see notebook p. 51 for sketch of plan)

1962, November 22

Letter from CPR and NCC. Application made for leave to abandon that part of the Sussex Street sub. from m. 1.2, Bank Street to the end of the sub. at m. 6.7, Sussex Street. This is for the purpose of conforming to the NCC railway relocation plan.

Abandonment from m. 1.2 to 3.6 (Hurdman Tower) will eliminate 2.4 miles of duplicate track and five level crossings and will permit the construction of a connection in the Hurdman area between a proposed new Union Station and the CNR Beachburg sub. The abandonment will be required by December 1965. Two regular passenger trains, two regular freight trains and two regular local transfer trains operate over this section. These are through trains which do not stop at any point and can be re-routed over other tracks at no inconvenience to the public. There are no sidings on this section and no buildings except a toolhouse at Hurdman,

Abandonment of m. 3.6 to m. 6.7 is required for a new highway to link the Queensway with the new MacDonald - Cartier Interprovincial Bridge over the Ottawa River. Construction work on the new bridge will commence first upon the approaches and foundations and parts of the railway right of way and yard beyond the Rideau River will be required by April 1963. More of the property will be required as the work progresses so that the entire right of way from m. 3.6 to the end of the sub. will have been occupied by June 1965.

The abandonment of this part of the sub will eliminate 15 level crossings. Two local transfer trains switch the sidings and the two team tracks. Three small buildings, an office building, a coal shed and a toolhouse ,are located at Sussex Street.

Plan attached

MP 4

Preslan Road

Prince Albert Street

Queen Mary Street

King George Street

Glin Avenue

Columbus Avenue

Donald Street

McArthur Avenue

Eastview sidings etc (see notebook p. 53)

 National Grocers siding

 Champlain Oil Products siding

Montreal Road

MP 5

 Donat Grandmaitre siding.

John Street

 Dominion Bridge sidings

Runaround track

Charlevoix Street

 Becherman Iron and Metal (two sidings)

Beechwood Avenue

Dufferin Road

MP 6

Stanley Avenue

Short spur

Bridge over Rideau River at m. 6.2

King Edward Avenue

Cumberland Street

Dalhousie Street

(West side of McTaggart Street between King Edward and Dalhousie)

Industries in Sussex Street area

Florence Paper Co siding

Zelikovitch Bros

Wm. A. Hare warehouse

Richie Feed and Seed warehouse and offices

Olgivie Flour Mills warehouse and elevator

Lloyds Lithographing

Bruce Coal Co garage

E.A. Bourque coal storage
Gamble Robinson siding
Parfield Oils pumphouse
Fournier Van and Storage siding and warehouse
Dominion Building Materials garage, piling crushed rock

1962, December 11

BTC wrote to all interested parties asking whether they objected to the application.

1962, December 6

Kevin Mullins wrote on behalf of Richie Feed and Seed opposing the application and asking for 60 days extension of time.

1962 December 12

Kevin Mullins wrote on behalf of Ogilvie Flour Mills opposing the application and asking for 60 days extension of time.

1962 December 12

Kevin Mullins wrote on behalf of Zelikovitz Bros opposing the application and asking for 60 days extension of time.

1962, December 12

Joseph Zelikovitz writes under J. Freedman & Son letterhead asking when he will have an opportunity to protest at your hearings.

1962, December 13

Frank Clanton of Gamble Robinson writes to say they have not received a copy of the application.

1962, December 12

Sadinsky Brothers not opposed to the application.

1962, December 28

Fournier Van and Storage object to the application. The company has a lease with CPR covering their warehouse at 18 Redpath Street which runs for a period of 20 years from December 1, 1946 and intends to continue the business until the expiry date of the lease. Railway service is essential for them to continue at that site.

1963, January 2

National Grocers objects to the application. Their present warehouse was built 1946-7 after obtaining the approval of both NCC and CPR. As wholesalers of groceries, fruits and vegetables, butter, eggs and meats, they must, of necessity, be serviced by a siding. Would need to build a new warehouse which would be very expensive.

1963, January 3

Capital Meat opposes abandonment. During 1962 the company received 271 rail cars of cattle from western Canada the livestock being unloaded directly from the cars into the pens and stables. During 1961, 291 cars were received. Service is very important to this business where it is essential to be able to handle livestock promptly.

1963, January 4

Dominion Bridge objects to the application.

1963, January 7

City of Ottawa is not opposed to the abandonment providing that the existing agreements concerning utilities will accrue to the successor.

1963, January 8

Gamble Robinson is opposed to the abandonment.

1963, January 8

Champlain Oil Products oppose the abandonment. Their original siding agreements was signed on August 30, 1937 and was subsequently renewed on December 31, 1947. The plant has been in continuous operation for 25 years and dependent for their products on the use of this siding.

1963, January 9

Betcherman Iron and Metal opposes abandonment. Company is engaged in ferrous and non-ferrous metals at 20 Charlevoix Street and would not have chosen this site had railway service not been available. Business is highly competitive and needs rail access because their customers demand it. During the last six years the company has handled 646 cars on its siding.

1963, January 9

McKay Smelters also opposes abandonment. Same address as Betcherman Iron and Metal - makes the same arguments. Also brings in coke for smelting. During the past six years the company has handled 240 carloads at its siding.

1963, January 10

Florence Paper Company opposes the abandonment. The company is engaged as a waste paper dealer and rail service is essential. Abandonment should not be allowed until after NCC has made full compensation

1963, January 11

Formal opposition by Zelikovitch. 1961 - 527 cars, 1962 - 486 cars. Rail service essential.

1963, January 11

Formal opposition by Richie Feed and Seed. Approximately 200 carloads per year. Subtenant of Ogilvie Flour Mills.

1963, January 11

Formal objection by Ogilvie Flour Mills.

1963, January 14

Kevin Mullins opposes on behalf of Hall Fuels.

1963, January 28

Donat Grandmaitre opposes abandonment.

1963, February 8

Letter from NCC outlining NCC's policy on industrial relocation resulting from the Railway Relocation Plan. NCC has no objection to the postponement of hearings for 60 days.

Summary of NCC Policy.

1. Railway Relocation Plan will require the abandonment of about 35 miles of railways in the Capital Region. CNR has already abandoned about 12 miles to permit the construction of the Queensway.
 2. There are about 45 industries whose operations depend upon railway service, some of which have plant and private railway sidings.
 3. NCC recognizes the importance of the railway to these industries and will offer them the opportunity to acquire sites on which to relocate which it has developed for this purpose.
 4. NCC will, in the case of any industry that is now served by private siding trackage which is to be removed as a result of the Relocation Plan, the opportunity:
 - a) to purchase for its re-establishment only, land owned by the NCC at 20% less than the market value.
 - b) to lease land owned by the Commission at a rental based on market value less 20%.
 5. NCC will provide to the railways private siding trackage for the use of industries affected. The new trackage will be of equal serviceable capacity to that which the industry previously enjoyed.
 6. NCC has developed sites where industry can relocate. These are in the Belfast Road area, in the Walkley Road area, and in the Sheffield Road area adjacent to the new line connecting the Alexandria sub. of the CNR to the Montreal and Ottawa sub. of the CPR.
 7. NCC will negotiate compensation with affected industries taking into account:
 - a) the equity an industry may have by virtue of a lease;
 - b) the costs of moving;
 - c) the amount of business disturbance as a result of the move.
- NCC will not pay a greater amount than the compensation that would have been paid if expropriation proceedings had been carried out.
8. NCC will consult with the railways on the design and layout of suitable trackage to serve i.e. existing industrial areas and those under development.

1963, February 11

WM. R. Cummings (Coal - coke - fuel oil - grain - feed - builders supplies) objects to abandonment on the grounds of the additional distance it would need to haul by road.

1963, June 13

Formal objection by Capital Meat.

1964, February 24

Kevin Mullins phoned to express concern that the NCC had threatened to cut rail service on April 15th. It was pointed out to him that it would be extremely unlikely for this to be done before it was disposed of by order.

1964, February 28

Notice of hearing to be held in the Court Room, Union Station Building at 10:00 on Tuesday March 24, 1964.

1964, March 5

CPR point out that the contractor will require the site between Beechwood Avenue and Sussex Drive towards the end of June. Presumably some time should be allowed before then for removal of the track material.

1964, April 16

Clippings from Ottawa Journal and Ottawa Citizen. Eastview fighting to keep rail line. The formal opposition should remain until such time as a proper study of the proposal had been made. The city would lose assessment with the removal of industries.

1964, April 24

Upon hearings of the Board on March 24, April 8 and April 24 BTC order 114153 authorizes the abandonment of the line from Beechwood Avenue, m. 5.6, to the end of the line at m. 6.7. The abandonment shall not take place before 1st June, 1964 and on not less than 30 day's prior notice. The Board reserved decision on the abandonment between M. 1.2 to Beechwood Avenue.

1964, May 1

Board order 114316 authorizes abandonment of the Sussex Street sub. from m. 1.2 to Beechwood Avenue not before 1 October 1965. Opposition from City of Eastview and Hall Fuel.

1964, May 7

CPR advises that part of the Sussex Street sub. from Beechwood Avenue, m. 5.6 to the end of the subdivision at m. 6.7 will be abandoned on June 15, 1964.

1964, May 16

CPR advises that the part of the Sussex Street sub. from Hurdman, m. 3.5 to Beechwood Avenue, m. 5.7 will be abandoned on June 15, 1966 and the section from Hurdman, m. 3.5 to Bank Street, m. 1.2 will be abandoned July 17, 1966.

1982, July 6

CNR have no objection to abandonment of Ellwood Spur between m. 0.95 and m. 1.30

1983, December 13

Application from CPR to abandon Ellwood Spur, formerly known as the Sussex Street sub. In 1972 m. 0.19 to m. 0.46 was removed to eliminate the Walkley Road crossing and a former wye connection was reinstalled to serve industries located from m. 0.45 to m. 1.2. The private siding serving Beaver Lumber at m. 1.1 was recently retired, effective December 17, 1979. The elimination of this siding eliminates the need for the line. It will also eliminate the need for a crossing at Heron Road.

Affidavit from CPR Superintendent, Smiths Falls, Paul David Gilmore that there are no longer any users of the portion of the Ellwood Spur between m. 0.95 and m. 1.20.

1984, January 10

Letter from City of Ottawa attaching an extensive analysis of the abandonment from the point of view of zoning.

1984, May 15

Analysis of CTC Toronto Regional Office. Line has not been used since 1981. Track was laid in 1945 using 1921 Algoma relay rail. No prospects for other customers. Recommended that the abandonment be approved without a public hearing.

1984, July 30

Order R-36991 authorizes the abandonment of the Ellwood Spur between m. 0.95 and m. 1.20.

RG 46 accession number 1992-3/066 file 32617

Application for approval of plan showing replacement of existing crib abutments by concrete abutments at bridge no. 6.1

This file is very small - order 33470 resulted on 23 Mar 1923. There is a plan. The existing single span remained.

Carleton Saga pages 178 and 339

Carleton Saga page 178

About this time another news story told of "the welcome whistle of the "first rail car" heard on December 20, 1854. This heralded the arrival of the first train of the Bytown and Prescott Railway. Thomas McKay had helped to finance it on condition that it go through Gloucester with the station near his New Edinburgh mills. Ye ken. It did.

Previous to this there had been two or three trial runs to convince its financial backers that the railway was on its way even if on wooden rails. The Prescott Sons of Temperance celebrated the event with a "dry run" to attend a temperance celebration at Spencerville. Then a party of backers from Bytown went aboard the canal boat "Beaver". But they had a "wet" run. The gang of "free loaders" couldn't even count the cedar posts by the railway on the way home!

Carleton Saga page 339

According to old records, the first steam train entered Ottawa across the Rideau on Christmas Day 1854. This is not strictly accurate as the bridge over the Rideau River was not completed until April 1855. The passengers on this historic first train had to disembark on the New Edinburgh side of the river near the end of the old Rideau Road (now Stanley Avenue). From here they proceeded on foot over the planked bridge to the new station at what is now McTaggart and Sussex Streets where the prominent citizens gave addresses of welcome. The road was opened under the Name of the Prescott and Bytown Railway. For part of the road, the train ran on wooden rails reinforced by iron strips. From the first it was plastered with mortgages, and the sheriff seized one of its five wood burning engines, but after foreclosure in 1866 it was re-organized and name changed to the St. Lawrence and Ottawa Railway Company. Despite all its financial difficulties, it had given Ottawa railroad connection without which it would never have been chosen the Capital.

RG 46 vol. 1376 file 4205.1475

Removal of passenger shelter at Billings

12 June 1957 from Board to CPR

Board has received advice that the passenger shelter at Billings Avenue is in a poor state of repair and is not now in use by the travelling public.

Has been suggested that the shelter might be removed and the sight lines thereby improved.

Appreciate the submissions of your company.

25 July 1957 from CPR

Attaches plans Q.S. 4663 of June 27, 1957.

This station is now a daily flag stop for mixed trains 592 and 593 and only occasionally is a stop made. Our officers are of the opinion that the removal of this shelter would improve sight lines at this crossing and would not affect the travelling public. The company has no objection to its removal.

6 August 1957 from Board to CPR

A review of the plans submitted by you indicates that the removal of the shelter would not materially improve sight lines at this location. It would also appear that public convenience would be affected to a limited extent.

In these circumstances and in view of the fact that the matter of protection at the above location is presently under consideration no further action will be taken on this suggestion at the present time.

20 January 1961 from CPR

No trains now stop at Billings Street and the station shelter is no longer required. Applies for authority to close the station and remove the building. Attaches a resolution from City Council granting municipal consent.

30 January 1961 order 103638 is issued.