

## Vankleek

### Files seen

RG 46 vol. 1411 file 9437.1224

RG 46 vol. 1384 file 4205.2549 closure of Vankleek Hill station

RG 43 series A 1 vol. 5 file 802

RG 30 vol. 12621 file 536 agreement between Central Counties and Canada Atlantic. 13 Mar 1891.

RG 30 vol. 12621 file 537 agreement between Central Counties and Canada Atlantic. 17 Apr 1891.

RG 30 vol. 12621 file 538 agreement between William Ritchie Hibbard, Hugh Ryan and Central Counties Railway 4 June 1891

RG 30 vol. 12621 file 539 agreement between Central Counties and Canada Atlantic 31 December 1891.

RG 30 vol. 12621 file 541 agreement between William Ritchie Hibbard, Hugh Ryan and Central Counties Railway 7 January 1892.

RG 30 vol. 12671 file 542

Indenture between Central Counties Railway and Canada Atlantic Railway 25 November 1893.

RG 30 vol. 12671 file 543 Indenture between Central Counties Railway and Canada Atlantic Railway 29 August 1895.

### **RG 46 vol. 1411 file 9437.1224**

#### **Accident at Steele's Crossing (Pleasant Corners Road)**

Coroner's verdict. Accident on 9 Dec 1914 at Steele's Crossing mile 17, Mr. & Mrs. Moses Cameron and Mrs. Joseph Dupuis all killed, also horse. No negligence on part of GTR employees. As there are five orphans as a result (4 – 13 years old) suggest GTR might assist. Alarm signals should be established.

Highway, although a public one, is only used by employees of the brickworks. Part of lots 10 & 11, 4<sup>th</sup> conc. West Hawkesbury. Owner of brickworks agreed to move a pile of bricks that were obstructing view lines but not before March because they were frozen together.

The statutory 10 mph speed limit was lifted by Order 23487 of 7 Apr 1915.

Railway claimed that the crossing was not a public one but CAR had equipped it with sign boards, whistle posts, planking and cattle guards to ensure proper protection to people using the crossing.

### **RG 46 vol. 1384 file 4205.2549**

#### **Closure of Vankleek Hill station**

**17 July 1963 application by CN to remove the agent and replace with a caretaker. Financial statements etc.**

## **Objections**

**Report from Inspector Pringle recommends approval**

**30 September 1963 order 112270 dismisses application.**

**2 February 1965 further application from CNR.**

**Report from Inspector Pringle recommends dismissal.**

**9 March 1965 order 116911 dismisses application**

**7 December 1966 CNR applies to remove the station agent and buildings and appoint an on hand representative**

No opposition

**20 February 1967 order 123551 is issued allowing removal of agent and station building.**

This was effective close of business 14 April 1967.

End of file.

### **RG 43 series A 1 vol. 5 file 802**

**17 March 1899 petition from Central Counties Railway to Minister Blair.**

1. Incorporated in 1887 as the Prescott County Railway.
2. An amending act passed in 1889 changed the name to Central Counties Railway.
3. By the legislation the company is authorized to construct lines of railway in separate sections, among others from Hawkesbury to Glen Robertson, 21 miles and from Rockland to South Indian, 17 miles.
4. The said sections have been constructed and are being operated under lease by the CAR.
5. Although the company were led to expect assistance from the Government they have so far not received any subsidy.
6. The company are now authorized to construct a line from some point on the Hawkesbury Branch to the Rockland branch near South Indian and they propose to ask for an amendment at the present session to enable them to slightly alter the terminus of the said line so as to make a direct line as nearly as possible from Hawkesbury to South Indian with a view to having the same operated as a through line connecting with the Great Northern Railway near Hawkesbury and with the CAR near South Indian and forming almost an air line from Parry Sound via Ottawa to Quebec.
7. The section now proposed to be built would be about 35 miles in length and would connect with the CAR 22 miles east of Ottawa.
8. The distance from South Indian to Hawkesbury via Glen Robertson is over 61 miles.

9. The Great Northern Railway company, with the consent and approval of the CAR desire to have the CCR construct the line of railway as described from a point near Hawkesbury to point near South Indian and the GNR will lease and operate the said section when completed.
10. The CCR are prepared to undertake the construction of the said section once upon being assured that it will receive the assistance of the dominion government; and they hereby apply for a subsidy of 43,200 per mile.

There is a plan attached showing the proposed Central Counties connection between the CAR and the GNR. J.M. Shanly 18/3/99.

### **11 December 1891 from Collingwood Schreiber to Secretary**

Mr. Marcus Smith under my instructions on the 3<sup>rd</sup> instant inspected the Central Counties Railway and he reports "that this railway commences at Glen Robertson station on the Canada Atlantic Railway and extends in a generally northeasterly direction to the Ottawa River at the village of Hawkesbury, a length of 21 miles.

The general width of the right of way is 80 feet. It is fenced with cedar posts set 12 feet apart and intermediate strut 5"x1" driven into the ground four strands of wire and a top board 6"x1" height of fence 4"x6". There were wanted to complete the fence to the village about 3 miles of top board and 1½ miles of wiring - single fence besides nearly one third of a mile across the village to the Ottawa River.

The line is graded up to the edge of the village 20.80 miles track laid and ballasted within a short distance of the same point. Both the grading and the ballasting is well done - the ballast being a coarse gravel. The ballast train was still at work trimming up a few weeks points.

The structures for the passage of water are generally constructed as marked on the profile.

For drains the vitrified clay pipes are used of 12", 15" + 18 inches diameter.

There are a number of open culverts with abutments of cedar logs generally 10"x10" and stringers of pine. The 6 feet openings have only two stringers 12"x14" on which the rails are laid - as are cattle guards. Those of 10 and 12 feet openings have 4 stringers all of the same size 12"x14" with ties 7"x8"x12 feet long spaced 16 inches centres. The two inside stringers which carry the load are sufficient for the eight feet openings but in the 10 feet openings with our loads they are strained 1160 lbs. per square inch (1000lbs) being our limit - and in the 12 feet openings the stringers are strained 1500 lbs. per square inch. There should be an extra beam 6"x14" placed alongside each of the inside stringers to make them perfectly safe for the heaviest loads. There are two culverts with 12 feet openings one at 2 1/4 miles the other at 6 3/4 miles.

The ties are lighter than we use but as the stringers are placed nearly under the rails the ties are strong enough as long as the train keeps on the track.

At public road crossings there are cattle guards generally of cedar logs with 6 feet openings but there are a few iron surface cattle guards. Notice posts and boards are at all public road crossings.

Private road crossings are properly graded or planked over ditches and closed with five barred gates on hinges.

Near the 8<sup>th</sup> mile the line crossed the Riviere de Grasse by a bridge of 2 spans, one is a deck truss girder bridge 80 ft. clear span width, 10 feet between centres of trusses. The other is a deck plate girder bridge 25 feet clear span and 6 feet wide between centres of girders. The ties are 8"x10"x14 feet long spaced 6 inches clear. River guards 8"x6" boxed on to ties spaced 9 inches clear of rails. The outer guards are of the same dimensions - there is a foot plank on one side of the bridge. The abutments and piers are of massive coursed masonry.

Station buildings At 7 miles, Dalkeith Station combined passenger & freight house 16'x36 feet with bay window to office - platform 100 ft x 10 feet and 6 feet wide around ends and back of building siding 600 feet long.

Water tank at 7 ½ miles there is a water tank 1600 gals capacity.

At 14 miles Vankleek Hill station

Combined house 52'x19 feet Platform 250'x10 feet 6 feet wide around ends and back of house. Siding 1800 feet.

Hawkesbury - there is no station house at Hawkesbury - I believe the site for the station house is not definitely fixed yet. It is proposed to build a short platform and place a passenger car there to be a temporary station house.

Siding and turntable at 20.17 miles the east end of a siding 1000 feet long. There is also a hole excavated for a turntable and a wrought iron turntable 55 feet long is lying near but it is not decided whether it will be placed there or near the Ottawa River where a number of sidings will be laid into the piling grounds. If the turntable is not placed soon it is proposed to make a Y for turning the engine.

Telegraph there is a telegraph line throughout which is now used for telegraphing between the stations.

In conclusion When the works are completed to the village of Hawkesbury as they should be now or very shortly after provision made for passenger traffic at Hawkesbury as proposed and also for turning the engine - or using a double headed engine - there is nothing to prevent the line being opened for traffic with perfect safety to the public. I should however recommend the company have an extra beam 6"x14" placed alongside the inner (bearing stringers) at the 12 feet open culverts - 2 1/4 and 6 3/4 miles"

After reading Mr. Marcus Smith's report I am satisfied the road is in perfectly safe condition to open for public traffic when the extra stringers are laid in place on the two 12 feet beam culverts and provided the engine is run head foremost.

#### **14 January 1890 petition from the Central Counties Railway.**

Subsidy for Hawkesbury to Glen Robertson.

#### **23 April 1890 petition for subsidy from Central Counties Railway**

##### **RG 30 vol. 12621 file 536**

##### **Agreement between Central Counties and Canada Atlantic.**

13 March 1891

1. Central Counties will build or cause to be built a line from Hawkesbury to Glen Robertson (Hawkesbury section) and from Rockland to South Indian (Rockland section).

2. Two sections shall be built by the shortest feasible route and in a good and workmanlike manner - subject to satisfaction of Dominion Government Inspecting Engineer.
3. Hawkesbury section shall not exceed 21 miles nor Rockland 17 miles.
4. Work on the sections or one of them shall be commenced on or before 1 April 1892 and in default E.J. Chamberlain may proceed with work on one or both of the sections as agent of the Central Counties. Central Counties bound to pay the cost of the work.
5. Each of the sections shall be furnished with proper siding accommodation and the Hawkesbury section with a station at Hawkesbury and another at Vankleek Hill and the Rockland section with a station at Rockland and one at some point between Rockland and South Indian to be approved of in writing by the General Manager of the Canada Atlantic.
6. Each of the stations shall be furnished by the Central Counties in all respects equal to the station of the Canada Atlantic at Glen Robertson and shall be located in several villages in places to be approved by the General Manager of the Canada Atlantic.
7. Central Counties shall complete the Hawkesbury section by 30 November 1891 and shall locate and grade one half of the Rockland section by 30 November 1891 and shall complete the Rockland section by 30 November 1892.
8. On completion of the sections the Central Counties shall lease them to the Canada Atlantic for a term of 99 years.
9. Canada Atlantic, on completion, will take on lease at a rental of \$500 per mile per annum, not exceeding 38 miles in all.
10. Canada Atlantic shall have to power to sub lease or assign.
11. Rent payable half yearly.
12. Canada Atlantic will take a lease at any time of the Hawkesbury section if it is ready before 30 November 1891.
13. Central Counties to obtain an act authorizing them to issue bonds to an amount not exceeding \$10,000 per mile.
14. Annual rental payable by the Canada Atlantic shall be applied in payment of the interest on the bonds.
15. Issuing of bonds through trustees.
16. Central Counties, after having obtained legislative authority, shall issue a further amount of mortgage bonds to an amount not exceeding \$15,000 per mile to be used in providing rolling stock and equipment. To be a first charge upon the rolling stock.
17. Issue of bonds.
18. In the event of delay of Central Counties obtaining legislation.
19. Central Counties shall issue \$200,000 capital stock which shall be consideration for the construction of the two sections in consideration of the contractor for construction and shall be transferred to Chamberlain to be held as trustee to secure the completion of the contract. Central Counties may make an absolute sale and conveyance of the sections to the Canada Atlantic.
20. If the Central Counties shall be in default on the completion of the Rockland section Chamberlain may at his option proceed and he will control the franchises of the Central Counties.

21. If the construction of the two sections is completed in accordance with section 7 the Canada Atlantic will not oppose or prevent the company from building the Cornwall section or the Caledonia Springs branch.
22. Mortgage trust deed to be executed by the Central Counties shall be submitted to and approved by the Canada Atlantic

**RG 30 vol. 12621 file 537**

**Agreement between Central Counties and Canada Atlantic. 17 Apr 1891.**

As previous agreement.

Sections similar 1, 2, 3, 5 is now 4, 6 is 5, 7 is 6, 8 is 7, 9 is 8, 10 is 9, 11 is 10, 13 is 11, 14 is 12, 15 is 13, 16 is 14, 17 is 15, 18 is 16, 17 see below, 20 is 18, 21 is 19, 22 is 20.  
Sections omitted 4, 12,

17. CCR shall issue 3000 shares of capital stock which shall be and form part of the consideration for the construction of the Hawkesbury and Rockland sections, said stock shall be transferred to Chamberlain to be held in trust.

**RG 30 vol. 12621 file 538**

**agreement between William Ritchie Hibbard, Hugh Ryan and Central Counties  
Railway 4 June 1891**

Hibbard of St. Andrews, Que (Railway Manager)

Ryan of Toronto (Contractor)

Whereas Hibbard by a contracts on 15 Sept 1890 and 15 Jan 1891 entered into contract with the company for the construction of a portion of line from Hawkesbury to Glen Robertson.

Contractor has agreed with Hibbard to construct for Hibbard upon certain legislation being obtained.

At the request of Hibbard the Company has agreed to become a party, so as to provide for payment.

Contractor agrees to locate and build the Hawkesbury section including all materials (rolling stock excepted) in accordance with the terms of the agreement with the Canada Atlantic.

1. Hibbard and the company will pay to the contractor the first mortgage bonds to the extent of \$195,000.
2. Hibbard and the company will transfer to the contractor the bonus voted by West Hawkesbury.
3. Company will obtain an act to authorize the issue of "A" bonds to the extent of \$10,000 per mile to be secured by a mortgage upon the property.
4. On obtaining the new bonding power the company will cancel all of the existing bonds.
5. Agreement with CAR of 17 April 1891.
6. Authorities have been obtained.

7. Contractor entitled to receive monthly payments as the work progresses upon the certificates of Walter Shanly.
8. Upon completion the contractor will be entitled to receive the whole balance of said bonds.
9. Contractor will not dispose of the bonds until after the completion of his contract.
10. Company and Hibbard will do everything necessary to obtain the payment of the municipal subsidy.
11. Liability of contractor - none under sections 3,4,5 & 6 if legislation not obtained before 1 July next.

**RG 30 vol. 12621 file 539**

**Agreement between Central Counties and Canada Atlantic 31 December 1891.**

Whereas Hawkesbury section has been completed with certain exceptions.

Refers to Order in council of 13 November 1891.

CCR leases to CAR for 99 years.

**RG 30 vol. 12621 file 541**

**Agreement between William Ritchie Hibbard, Hugh Ryan and Central Counties  
Railway 7 January 1892.**

Central Counties - first part (company)

Hibbard - second part

Ryan - third part

Municipal council of West Hawkesbury on 31 December 1891 by by-law 16 authorized the issue of 18 debentures for the sum of \$15,000.

Contract between Hibbard and the Company 15 September 1890 in which Hibbard became the contractor for construction of Hawkesbury to Glen Robertson.

4 June 1891 agreement Ryan to construct the line for a consideration - bonus should be assigned to Ryan.

Conditions have been sufficiently complied with by Ryan to entitle him to the assignment.

Assigns the debenture to Ryan

**RG 30 vol. 12671 file 542**

**Indenture between Central Counties Railway and Canada Atlantic Railway 25  
November 1893**

Refers to an indenture dated 17 April 1891 in which it was agreed that the Central Counties should locate and grade one half of the Rockland section before 30 November 1891 and should complete the section on or before 30 November 1892.

Indenture of 19 July 1892 extends the date for completion to 30 November 1893.

Whereas the said section has been located but not such location has not yet been definitely accepted and no work has yet been proceeded with thereon by either of the parties.

Agrees to extend the times and periods.

- (a) period fixed for completion of one half the grading of the Rockland section is extended to 31 August 1894.
- (b) Period fixed for completion is extended to 30 November 1894
- (c) CAR will take the Rockland section on lease as provided for by agreement of 17 April 1891 on or before 30 November 1894 - to the satisfaction of Chamberlain.

On or before 30 November 1894 CCR will pay to CAR \$1,600 per annum for ten years from the date of the future leasing of the section.

**RG 30 vol. 12671 file 543**

**Indenture between Central Counties Railway and Canada Atlantic Railway 29 August 1895.**

This is a beautiful handwritten original with company seals - suitable for colour reproduction.

Central Counties - first part - lessors

Canada Atlantic - second part - lessees

Lessors empowered to enter into agreement with lessees to lease the railway.

Lessees have power to lease the road.

Agreement of 17 April 1891 - cause to be built Hawkesbury and Rockland sections, on completion of the sections and ready for operation lessors would lease to lessees for 99 years for \$500 per mile.

Rockland section has been constructed

Leases Rockland section to Canada Atlantic.