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# Chalk River sub.

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01-May-1898 Page 59

H.B. Spencer is appointed Superintendent of the Chalk River section of the Brockville, Prescott & Eganville branches & of the Ottawa Terminals. Until about two years ago, when he resigned to take the management of the Hull & Aylmer Electric Ry., he was Superintendent of all lines east of Chalk River on the Eastern Division.

J.E.A. Robillard is appointed Superintendent of the Ottawa Section & of the St. Lin, St. Eustache and Labelle branches with office at Montreal. When H.B. Spencer left the CPR, as above mentioned, Mr. Robillard, who was Chief Dispatcher at Ottawa, succeeded him as Superintendent of all lines east of Chalk River on the Eastern Division.

01-Jul-1898 Page 123

The reballasting and improving the main line between Carleton Junction and Chalk River is well advanced,  $\frac{3}{4}$  of the distance being done.

01-Jul-1899 Page 207

A new station is to be completed at Arnprior by September. A large freight shed is being erected and the yards are being extended and improved.

01-Aug-1899 Page 227

W. Shanks, Roadmaster at Carleton Junction having resigned, has been succeeded on division 4 between Brockville and Chalk River by J. Jelly, heretofore Roadmaster on the Sault branch at Algoma.

01-May-1900 Page 151

J.W. Tierney, CPR agent at Arnprior, died May 4 of smallpox.

01-Aug-1900 Page 232

Carleton Place shops. We are officially informed that there is no truth in the report which recently appeared in some of the daily papers stating that the Co.'s shops are to be moved from Carleton Place to Ottawa.

01-Jun-1907 Page 411

The CPR intends as soon as accommodation can be provided at Smiths Falls to make that point the easterly terminal of the Chalk River section, so far as freight traffic is concerned. It is not proposed to abandon the shops at Carleton Place, and to build others at Smiths Falls, as press reports stated in connection with the proposed change. The change affects only the train and engine service and the men who are employed in the handling of freight traffic between Smiths Falls and Chalk River.

01-Jan-1909 Page 15

Pembroke freight shed. It is reported in Pembroke that the company has taken an option on certain properties on Lake and Victoria Streets. The object in view is said to be the company's desire to have freight sheds nearer the centre of the town than the present one.

01-Oct-1912 Page 504

The Board of Railway Commissioners has authorized the company to change the location of its main transcontinental line in McNab tp.

01-Nov-1915 Page 428

W.W. Kibbie, formerly town ticket and telegraph agent, CPR, Carleton Place, died there Oct 19, aged 56, from paralysis. He occupied the position for about 30 years, and retired in July on account of ill health.

01-Dec-1915 Page 477

CPR passengers between Smiths Falls, Carleton Place and points east thereof to Port Arthur and points west thereof, may now travel either via main line through Renfrew and North Bay or via Toronto and Sudbury, but must designate which route they desire at time of purchase and tickets must read accordingly.

01-Aug-1916 Page 331

CPR betterments - lay 1.1 miles of single head 100 lbs. and 6.2 miles of 85 lbs. rails on Smiths Falls and Chalk River subdivisions; install 25,000 tie plates on Chalk River; install 0,976 rail anchors Smiths Falls and Chalk River subdivisions; renew old culverts with concrete in 6 locations on Eganville and Chalk River subdivisions; lay 4,861 ft. of 4 in. and 6,645ft of 6 in. tile in wet cuts at Smiths Falls and Chalk River subdivisions; ballast 28.5 miles Chalk River subdivision.

01-Jun-1918 Page 239

A coaling plant will be built at Renfrew.

01-Nov-1918 Page 473

Naming of locomotives on CPR to honour part played by locomotive men. Winchester 2221 "Mike Carnody"; Chalk River 2021 "Michael Charrier".

01-Mar-1922 Page 131

We are officially advised that the new station at Carleton Place is a one storey structure 122 ft. long, 32 ft. wide and 16 ft. high with a basement 7 ft. high, and having a superficial area of 900 sq. ft., in which the heating plant and coal bins are placed. The hipped roof is of wooden truss construction with slate covering. The doors and frames are of oak, and the cornices of pine. The floor plan provides for a waiting room 28 x 72 ft., with men's and women's lavatories, each 10½ x 13 ft.; and a ticket office 14 x 21 ft. The waiting room has a terrazzo floor with red quarry tile. the walls are wainscoted 11 ft. high with semi-glazed brick, with plaster above and on ceiling and white oak seats are built in against the outside walls. The lavatory floors are terrazzo with sanitary cove base, and the ticket office has a brick floor. Adjoining is a baggage room 23 x 28 ft., with concrete floor, brick walls and plaster ceiling, and CPR standard sliding doors 7 ft. wide. This room has access to the basement and is heated. The express room is also 23 x 28 ft., and is fitted with three 7 ft. standard doors, but is without access to the basement. The platform on the track side is 18 x 192 ft., the station roof projecting over it for 8 ft.; and a 10 ft. platform extends around the ends and at the rear of the building with the roof projecting 6 ft. over them. Work was started on the structure Sept. 20, 1921 and it was expected to have it completed ready for occupation Feb. 15. M. Sullivan and Sons were the contractors.

01-Dec-1923 Page 575

Other work not yet completed -- freight shed with team delivery tracks at Pembroke.

01-Apr-1926 Page 174

A water tank of 60,000 gals capacity will be built at Carleton Place. Additional equipment will be supplied and old machinery replaced at Carleton Place to facilitate the handling of locomotive and car repairs.

01-Jul-1927 Page 411

New sidings or siding extensions will be built at Carleton Place. At Carleton Place an extension to machine shop and boiler room will be built.

01-Apr-1928 Page 183

A locomotive house will be erected at Pembroke. A stores department building will be erected at Carleton Place.

01-Jul-1929 Page 429

New rail allotment includes 150 miles of 100 lb. rail which will be laid on the Carleton Place, Chalk River and North Bay subdivisions. a 150 ton capacity coaling plant will be built at Chalk River. The station at Renfrew will be remodeled. At Chalk River power plant radial brick chimneys will replace the steel stacks.

01-Apr-30 Page 224

A reinforced concrete coaling plant of 150 tons capacity will be built at Chalk River.

01-Feb-43 Page 67

The Almonte collision.