
Renfrew sub.

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-May-1899 Page 132

The trestle work at Arnprior is to be filled up to track level.

01-Jun-1899 Page 176

In the appeal case on this Co. vs. Henderson, recently heard by the Supreme Court in Ottawa, the action was brought against the Co. to recover compensation for injuries sustained by Dr. Henderson in consequence of his horse being frightened by a train approaching the crossing at Elgin Street, in Stewarton. The jury found that no bell was rung and the signalman did not give the warning. Counsel for the Co. contended that the statute did not require the bell to be rung by engines shunting in a yard and less than 80 rods from a crossing and also that the evidence did not warrant the findings and that there should be a new trial. The court dismissed the appeal with costs.

01-Aug-1899 Page 235

The Canada Atlantic Ry. is filling up a large gully at its Rideau Yards, Ottawa. It is a 2 month's job for a steam shovel and two trains, which are hauling earth from Eastman's Springs.

01-Sep-1899 Page 293

The filling in of the big ravine at the Rideau Yards is about completed. The filling in of this patch of waste land increases the area of the yards by about forty acres as before the work was done the land was too low and swampy to be of any value (Aug pg. 235).

The Co. is doing considerable building in Ottawa. A three story wooden building is being erected at the foot of Elgin Street for small stores. A large 2½ story building is underway at Ottawa East, to contain the general stores, mechanical office, instruction office and men's dining room. Ten stalls are being added to the round house and the machine shop is being extended 150 ft. (July pg. 208).

01-Jan-1900 Page 7

The new freight building and offices at Ottawa are almost ready for occupation. The work of trestle filling along the line is progressing rapidly, the only trestles that are not filled being the Arnprior and Nepean ones. A station is being built at Golden Lake.

01-Dec-1900 Page 370

A.E. Campbell, formerly station agent at Aylen Lake, has been appointed station agent at Kinburn, vice W.J. Duberville, relieved.

01-Jan-1902 Page 1

Chief Engineer Mountain had a conference with the city engineer of Ottawa recently regarding the proposed diversion of Elgin St, and the subway under the CAR tracks in connection with the canal driveway. It is understood that the matter will be further discussed by the CAR and the city council and the Ottawa Improvement Commission.

01-Aug-1902 Page 262

At a recent sitting of the Railway Committee of the Privy Council an arrangement was made with the Ottawa City Council by which the subway should be the full width of Elgin Street, 66 ft., and if the latter street were closed over the seven tracks of the CAR the city should be relieved of the cost of any portion of the subway or its approaches.

01-Nov-1902 Page 381

Location surveys are reported to be completed for a spur, 4 miles in length, from Caldwell station to the Radnor iron mines.

01-Jan-1903 Page 19

An agreement has been arrived at with the City respecting the Elgin Street subway, Ottawa, and a draft Order in Council prepared. This provides for subway 60 ft. in width, to be constructed by the CAR, the Dominion Government providing the steel girders, and the Ottawa Improvement Commission to provide for drainage, lighting and maintenance. The subway is to be completed by Aug. (Aug., 1902 pg. 262.)

01-Feb-1903 Page 37

Application will be made next session of the Dominion Parliament for an act authorizing the construction of a line from west of Whitney to Sault Ste. Marie, to acquire hotels and pleasure resorts, etc., and extending the time for the completion of the lines already authorized.

We were informed Jan 17 th the proposal to construct a spur line 4 miles in length from Caldwell to the Radnor Iron Mines is not yet in a sufficiently definite shape to make any statement regarding it. The matter is in the hands of Drummond, McCack & Co., Montreal.

01-May-1903 Page 145

The Ottawa city council has passed the necessary by law diverting certain streets prior to the construction of the subway on Elgin Street. The cost of the subway will be about \$51,000 and will be borne by the CAR, the CPR and the OER in equal proportions.

Power as given at the current session of the Dominion Parliament to construct a line from west of Whitney station northwesterly to Sault Ste. Marie. The line is to be constructed within five years, and power is also given to complete lines authorized in previous acts within five years from the date of this act.

The extension to Sault Ste. Marie will probably be constructed from Brule Lake station, 182 miles west of Ottawa, although there have been rumours that the line constructed in 1902 by the St. Anthony Lumber Co. from Whitney to Big Opeongo Lake would be utilized. While this piece of line was constructed as a lumbering road, it was generally stated that the work done was of such a character as would warrant the use of the line for passenger traffic. E.J. Chamberlin, General Manager, is reported to have recently stated that surveys for the new line would be commenced early next winter and that construction would be proceeded with immediately thereafter.

CAR. We were recently advised that the Co.'s plans relative to the projected extension from near Whitney to Sault Ste. Marie had not been formulated.

The logging line known as the MacAulay road, which runs from the Egan estate on the western division of the CAR to C.J. Booth's timber limits, about eight miles, is to be extended a further distance of five miles. G.A. Mountain, Chief Engineer of the CAR, is making the survey. Arrangements have been made respecting the crossing of the macadamized road in Nepean twp. by a spur line from the CAR to some new piling grounds secured by Mr. Booth. Construction of the spur will be commenced as soon as the plans and the agreement for the crossing have been approved by the Railway Committee of the privy Council.

Arrangements are being made for the starting of surveys early in the fall for the projected extension of the line from near Whitney to Sault Ste. Marie. G.A. Mountain, Chief Engineer, will have charge of the work.

Nothing is being done in the way of making surveys for the proposed extension from near Whitney to Sault Ste. Marie.

The question of the construction of the subway at Bank Street at the joint cost of the CAR and the OER is before the Railway Commissioners. The application is being made by the Ottawa City Council. The Commissioners have heard the evidence and the arguments and it is expected that a special engineering report will be obtained before a judgement is given.

The contract for the excavation and concrete work on the subway at Bank Street has been let to T.S. Kirby & Co. at \$30,000.

A 13 stall roundhouse has been completed at Madawaska.

Engineers representing the GTR and Ottawa city council have accepted excavation and concrete work upon the subway at Bank Street and are preparing to erect the steel bridge. It is expected that the work will be completed early in Dec.

The new roundhouse, coal chutes and turntable at Madawaska have been completed.

A. Begg, who was a contractor on the OA&PS now part of the GTR, died at Ottawa recently.

Rideau Canal bridge. The company has in course of renewal the swing bridge over the Rideau Canal which is situated west of Rideau Jct. where the line branches westward. The present bridge was built about 25 years ago. It consists of a single track plate girder span of equal arms and swings by hand power. The length over all is 106 ft. 9 ins. seven feet deep at the centre and two feet deep at the ends. The bridge was designed for a live load of 3,000 lbs. per lineal foot. The new structure will be a similar kind of bridge 120 ft. overall 7½ ft. deep at centre and 3½ ft at the ends with a sustaining capacity double of the present bridge, and it will be operated by an electric motor. On account of the heavier concentrated loading both the pivot and the rest piers are being entirely rebuilt in concrete. The Dominion Bridge Co. is the contractor for the new superstructure and the entire work is under the supervision of H.G. Kelley, Chief Engineer.

The Board of Railway Commissioners has approved plans for change of alignment in the vicinity of Rideau Canal and across Main Street, Elgin Street and Echo Drive Ottawa.

Bronson Avenue Viaduct.

The question of the erection of a viaduct at Bronson Avenue, which has been in abeyance since the order for its erection was obtained in 1912 was before the Ottawa City Council recently. The estimated cost, including land damages, is \$200,000 and the city engineer was directed to prepare detailed estimates. The Dominion elimination of grade crossings fund will contribute \$5,000 towards the cost and the balance will be divided between the GTR and the city. It is expected that when the viaduct is completed the line running under the Bell Street bridge will be abandoned.

01-Dec-1918 Page 541

At a meeting of the Ottawa City Council, Nov. 18, the question of the GTR cross town tracks was discussed and the board of control was asked to take up the matter with the company and the Dominion Government. The consideration of motions to have bylaws submitted at the municipal elections in Jan. 1919, for raising \$190,000 for a subway under the tracks at Lyon St. and \$200,000 for a viaduct at the crossing on O'Connor St. was postponed. The present suggestion is that the crosstown tracks be removed entirely by the Federal Town Planning Commission.

01-Mar-1920 Page 124

Work done in 1919. A 100,000 gal. water tank and freight shed were built at Madawaska, this point being a district terminal between Ottawa and Depot Harbour.

01-Mar-1920 Page 124

The Ottawa Rotary Club discussed recently the GTR cross town tracks and advocated a petition asking for their removal or the separation of grades.

01-May-1920 Page 239

N. Cauchon addressed the Engineering Institute of Canada's Ottawa branch recently, urging the removal of the GTR cross town tracks, and the members passed a resolution endorsing the proposal. The Ottawa City Council also had the matter brought before it recently by a deputation from city business organizations. It was arranged to promote the signing of petitions to the government, asking that the cross town tracks be removed. Two plans for the removal of the tracks are suggested, one for the GTR trains going west to leave the city over Canadian National Rys. lines, and the other that all trains cross the city through a tunnel.

01-Jun-1920 Page 292

In connection with the project for removing the GTR cross town tracks in Ottawa, a suggestion has been made for the elimination of all the tracks with one exception, such a line to have short spurs to business plants and short sidings between certain streets. This, it is contended, would obviate the long haul which would result from the removal of all tracks. The one through track would, it is proposed, be operated by electricity.

01-Jul-1920 Page 388

A petition is being signed asking the Dominion Government to take steps to discontinue all through traffic across Ottawa and to remove all cross town tracks with the exception of a switching track for serving existing industries, such track to be used only at certain hours, and to be removed at some future date.

01-Dec-1920 Page 650

Hon. A. Sifton, acting Minister of Railways, is reported to have promised favourable consideration of a request for the removal of the GTR cross town tracks in Ottawa. It is expected that an engineer of the Railways Department will be authorized to look into the matter.

01-Sep-1923 Page 433

The engineers report in regard to doing away with the cross town tracks in Ottawa, has been prepared, and we are advised that a proposal regarding the matter will be submitted to the city council shortly.

01-Nov-1923 Page 537

The mayor of Ottawa received from C.S. Gzowski a plan showing what the management is prepared to do in regard to the removal of the crosstown tracks. A press report says the plan shows how 6 of the present tracks may be removed from between Bank and Elgin Streets, 4 tracks from between Bank and Lyon streets, and 3 tracks from between Lyon and Bronson Streets. This reduction in the number of tracks would leave enough trackage accommodation for the present industries, including a through service to the Chaudiere. In replying to the questions by the mayor, Mr. Gzowski wrote: "The President's offer for abandoning through trains over the line from near South March into Ottawa, was to include the removal of the tracks on this line from South March as far as the first industry, which at present, is that of Burton and Honeywell, just east of our Graham Bay station, providing the city of Ottawa would pay the cost of making a track connection of our lines near South March, and that then we would be ready to dispose of this abandoned line to the city at a valuation of the property alone. The cost of removing these tracks and making the connection at South March is estimated to be \$50,000 and it is considered that the right of way is worth about \$5,000."

01-Oct-1925 Page 511

Ottawa city council's committee which has had under consideration the cross-town tracks question, reported on Sept. 5 recommending the acceptance of the offer made by Sir Henry Thornton in a letter dated Aug. 13, 1923, in which he stated that the railway would be ready to remove its Bank St. yard and establish a new yard to the south east of the Rideau River, leaving only sufficient cross town tracks to serve industries along the right of way, provided the city agreed to pay 50% of the cost, which was estimated at \$550,000; and that if the city wanted the abandonment of the through trains on these tracks and the removal of the tracks from west of the Booth Spur to South March, the company was willing provided the city would agree to pay for the cost of the new connection at South March, which would cost about \$50,000, and buy the present right of way valued at \$5,000. The committee also recommended that the city pay the share of the cost of all work as mentioned and that the matter be referred to a vote of the ratepayers at the municipal elections in December. The city council, on Sept. 8 decided unanimously to submit the matter to the ratepayers.

C.S. Gzowski attended a meeting of the Ottawa City Council's cross town tracks committee, Nov. 10, to further discuss the removal of the cross town tracks. he stated that he could not recommend the present expenditure of \$500,000 which would be involved in the work; if the railway had any money to spend on such works it would be spent in Montreal where the situation is much worse than in Ottawa. The committee recommended the council to arrange for the taking of a plebiscite on the matter of the following question:-

"Are you in favour of the corporation applying to the Legislature for authority to raise upon debentures and to pay over to the CNR one half the cost of establishing a new railway make-up yard southeast of the Rideau River and the total amount necessary for track revision west of Graham's Bay, at a total cost to the city not to exceed \$350,000, such money to be paid to the CNR on condition that it will remove its Bank and Elgin Sts. yards to such new location and will abandon through train movements between the canal and westerly city limits?". This was approved of by the council on Nov. 2..

01-Jan-1926

Page 12

At the annual municipal election, Dec. 7, 1925 a vote was taken on the following question:-

"Are you in favour of the corporation applying to the Legislature for authority to raise upon debentures and to pay over to the Canadian National Ry. one half the cost of a make up yard south-east of the Rideau River, and the total amount necessary for track revision west of Graham's Bay, at a total cost to the city not to exceed \$350,000m such money to be paid to the CNR on condition that it will remove its Bank and Elgin Sts. yards to such new location and will abandon through train movements between the canal and the westerly city limits?"

The vote resulted as follows:- for, 3,401; against, 4,362.

01-Nov-1926

Page 575

The Ottawa Board of Control has recommended the city council to submit to the ratepayers at the annual municipal elections a question as to whether the city should spend not exceeding \$350,000 on the removal of the cross town railway tracks. On a previous occasion the ratepayers voted against the proposal.

01-Jan-1927

Page 9

We are advised that Ottawa property owners voted Dec. 6, 1926 by 4,370 to 3,800 against the raising of \$350,000 by debentures as the city's share of the cost of certain agreed upon works for the abatement of the cross town tracks. A similar question was submitted at the municipal vote Dec. 7, 1925 when the vote was, for, 3,401; against, 4,362. Action was taken in this matter in 1925 after a conference between the city council and Sir Henry Thornton, Chairman and president. C.S. Gzowski, Chief Engineer, Construction Dept. was appointed to act for the railway and the City Engineer with N. Cauchon were appointed to represent the city in investigating the situation and drawing up a plan. As a result of the negotiations an agreement was reached for the establishment of a new railway make-up yard southeast of the Rideau River, the city to pay half the cost of the work up to \$350,000. We are advised officially that the carrying out of this plan would leave tracks sufficient for service to industries now located in the area; and that another agreement was made for the abandonment of through train movement over the tracks in question which would involve the construction of a new connection near South March, and the elimination of the tracks from near Graham station and South March, this work to be done at the expense of the city.

01-Feb-1927

Page 75

Sir Henry Thornton advised the Mayor of Ottawa recently that in view of the recent defeat of the bylaw to provide funds for the carrying out of the proposal agreed upon between the railway and the city for track rearrangement in the city, following the defeat of a similar bylaw in 1925, the railways proposals as outlined in Sir Henry's letter of Aug. 1923, which formed the basis for the negotiations, were withdrawn.

01-Dec-1929

Page 735

The question of the removal of the cross town tracks which has been under consideration, at intervals, for a number of years, was before Ottawa City board of control at a special meeting on Nov. 6. The whole cost is estimated at \$1,000,000, the work to be done including the elimination of all through freight and passenger trains, and the creation of new make up yards east of the Rideau River, provision for the opening of O'Connor, Percy and Lynn Streets through to the south, the restoration of Elgin Street to the level, and increased safety at all level crossings. A tentative agreement was arrived at between the CNR and the city about 4 years ago, but when submitted to the ratepayers it was defeated in 1925 and again in 1926. On Nov. 6 the city board of control decided to recommend the city council to ask the Ontario Legislature for authority to allow the city to raise \$350,000, the estimated proportion of the cost of the work for which the city would be liable. At a meeting of the board of trade council on Nov. 8 to consider the matter, divergent views were expressed but ultimately a special committee was appointed to draw up an expression of opinion on the matter for submission to a general meeting.

01-Jan-30

Page 12

Ottawa City Council decided recently by the mayor's casting vote, to apply to the Ontario Legislature for an act authorizing the borrowing upon debentures of \$350,000 as the city's share of the cost of the proposed cross town railway tracks.

01-Feb-30

Page 70

Sir Henry Thonton has arranged for S.J. Hungerford, Vice President, Operations and Construction and C.B. brown, Chief Engineer, to meet the Ottawa city board of control to discuss the proposal to remove the cross town tracks, in view of the city's application to the Ontario Legislature for authority to expend \$350,000 for that purpose.

01-Feb-30 Page 84

Ottawa board of control met with Hungerford and other CNR offices on the proposed removal of the cross town tracks on Jan. 20. Representatives of the Ottawa Board of trade were also present. It is said that the CNR shops in Ottawa East will not be removed; switching operations will be restricted, and the CNR will not oppose level crossings over the cross town tracks. After a lengthy discussion, A.R. McCallum, City Engineer and M. Cauchon were named as the city's representatives to consult with the railway engineers in preparing an estimate of the cost of the proposed work.

01-Mar-30 Page 152

Cross town tracks removal

01-Aug-30 Page 508

A recent press report stated that on the recommendation of the City Works Commissioner, the board of works would recommend to the city council that application be made to the Board of Railway Commissioners for an order requiring the construction of a new bridge at the Fairmont Avenue crossing of the CNR tracks. The works commissioner is said to estimate that the cost of a bridge giving a 60 ft. roadway would be about \$40,000.

01-Feb-32 Page 59

The Board of Railway Commissioners heard, recently an application by the City of Ottawa for an order to require the demolition and removal of the existing overhead crossing or viaduct of the CNR at Fairmont Avenue and its replacement by a plate girder bridge crossing. Alistair Fraser K.C. Assistant general Counsel for CNR opposed the application, emphasizing the lack of funds for work of the character desired by the city. Judgement was reserved.

01-Nov-33 Page 517

Through Algonquin Park

01-Jul-40 Page 348

CNR Arnprior - Eganville abandonment

01-May-41 Page 246

Abandonment order rescinded