



History of Rail-Served Industries in Ottawa

Malcolm Vant
SLD Meeting January 21, 2023

Introduction

- Ottawa wasn't always bereft of railway action, as you can see by the introductory slide of Ottawa West CPR Yards c 1947-53. At one time it was a bustling industrial area. I have over 300 entries in my spreadsheet of rail-served businesses.
- There are quite a few surprises in the local history. For example – a steel foundry, a nickel smelter, and a stove manufacturer.
- Besides the heavy industries above, we had a large lumber and woodworking sector, plus the warehouses for almost all the commodities which were shipped by rail in the past.
- This presentation is based on unfinished research I'm doing for the Ottawa Railway History Circle
 - <https://churcher.crcml.org/circle/findings.htm>
- The sources and approach should be of interest to prototype modellers even if they are interested in other locations.

Outline

- The rise and fall of the railway infrastructure in the area.
- Tools used/Sources for the research material.
- The local centres of industrial and warehouse activity by area.
- Examples of industries and warehouses and how they migrated across the region with time.

Ottawa Area Railways by Era

The following base maps were prepared for a presentation by Colin Churcher to the Bytown Railway Society and can be found on Colin Churcher's Railway Pages.

<https://churcher.crcml.org/Map/railwaymaps.html>

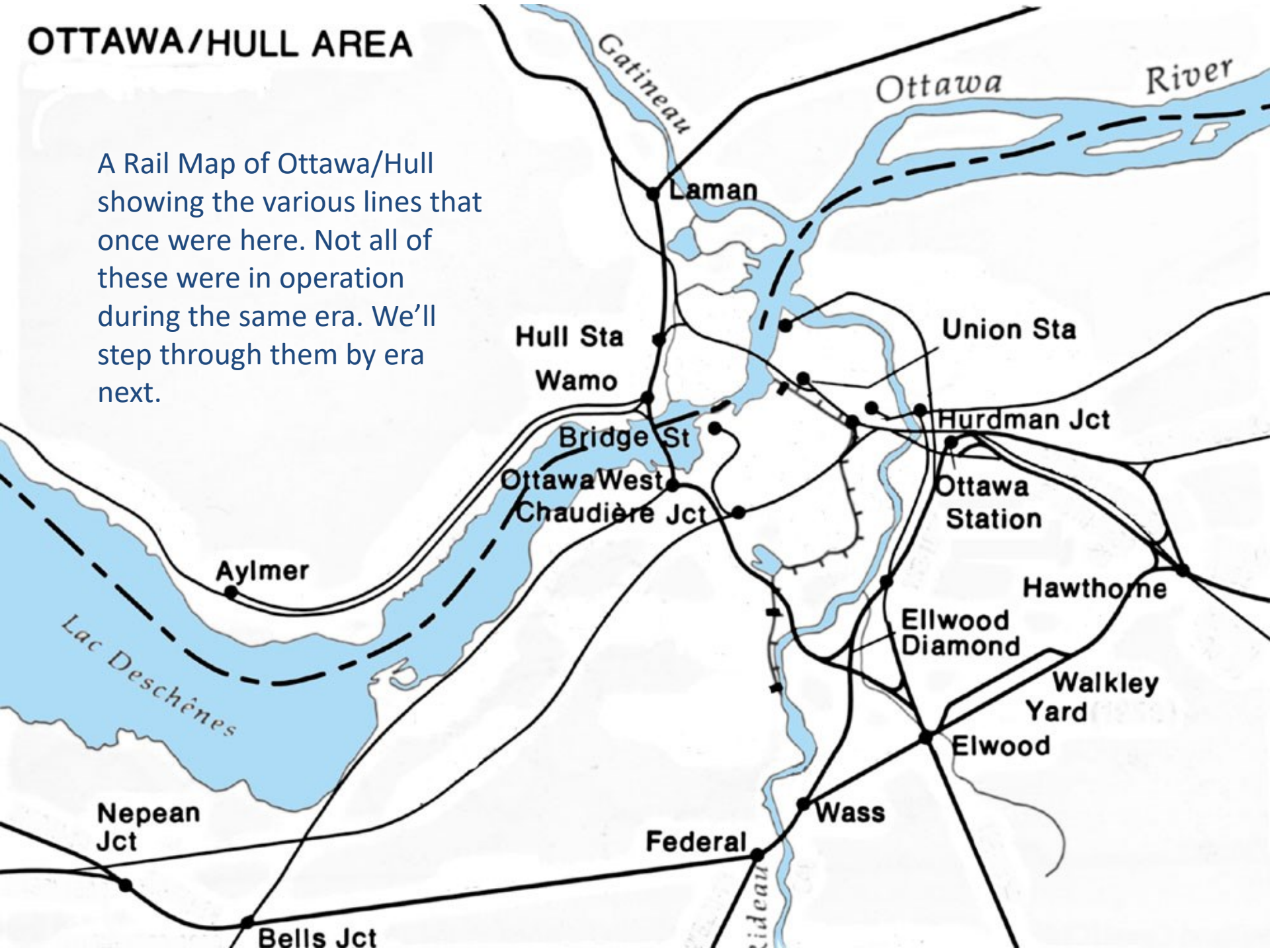
I have added the description of where the industries clustered.

They cover five periods from 1854 – 2010.

My research focuses on the period from 1900 to 2010.

OTTAWA/HULL AREA

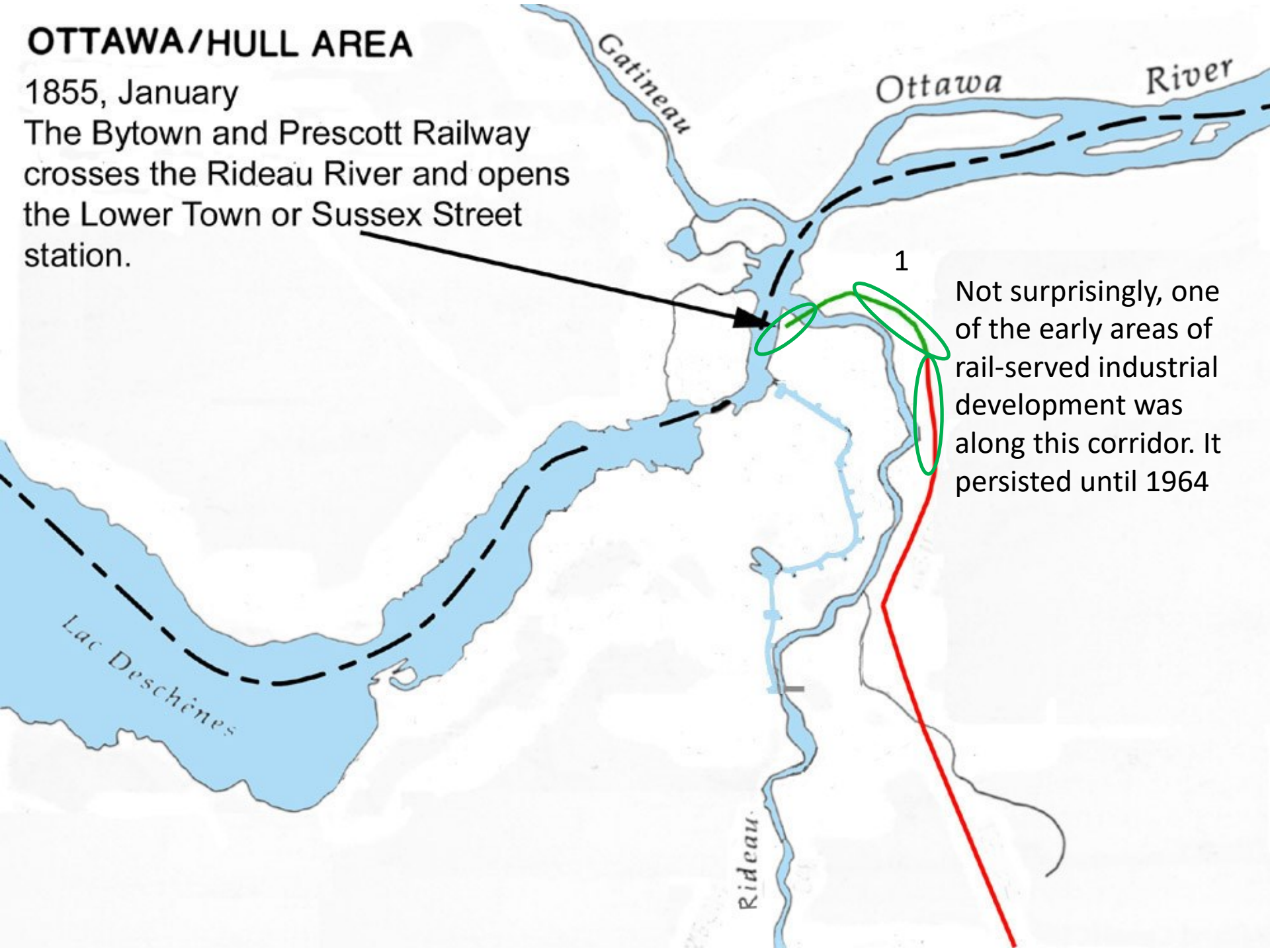
A Rail Map of Ottawa/Hull showing the various lines that once were here. Not all of these were in operation during the same era. We'll step through them by era next.



OTTAWA/HULL AREA

1855, January

The Bytown and Prescott Railway crosses the Rideau River and opens the Lower Town or Sussex Street station.



1

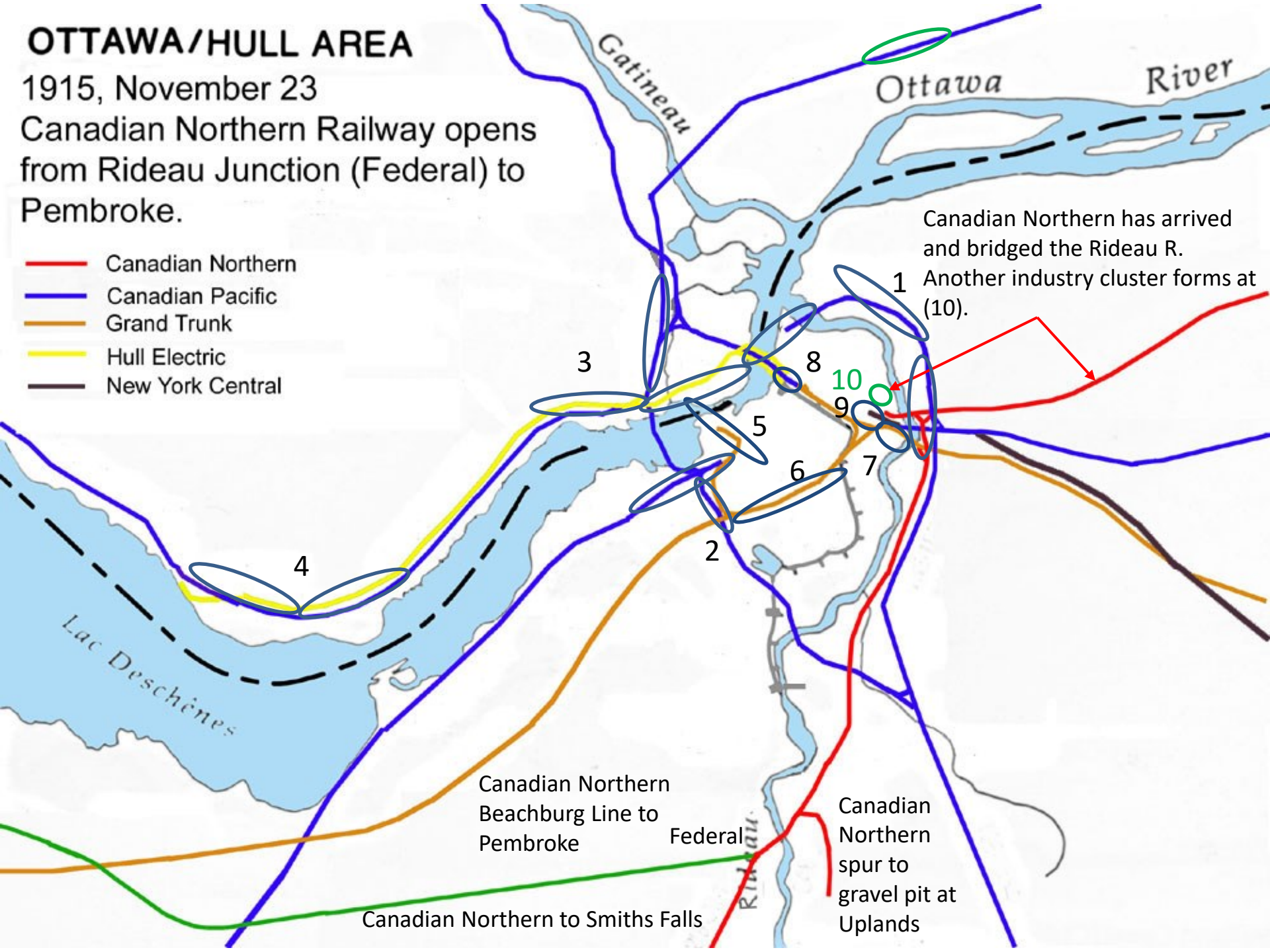
Not surprisingly, one of the early areas of rail-served industrial development was along this corridor. It persisted until 1964

OTTAWA/HULL AREA

1915, November 23

Canadian Northern Railway opens
from Rideau Junction (Federal) to
Pembroke.

- Canadian Northern
- Canadian Pacific
- Grand Trunk
- Hull Electric
- New York Central



Ottawa Railways at Peak

The rail coverage in Ottawa peaked in the early 1930s and then started to shrink with the abandonment of the former CNoR (now CN) line to Hawkesbury. CN had taken over GT and CNoR in early 1920s.

Removal of Rails from City Centre

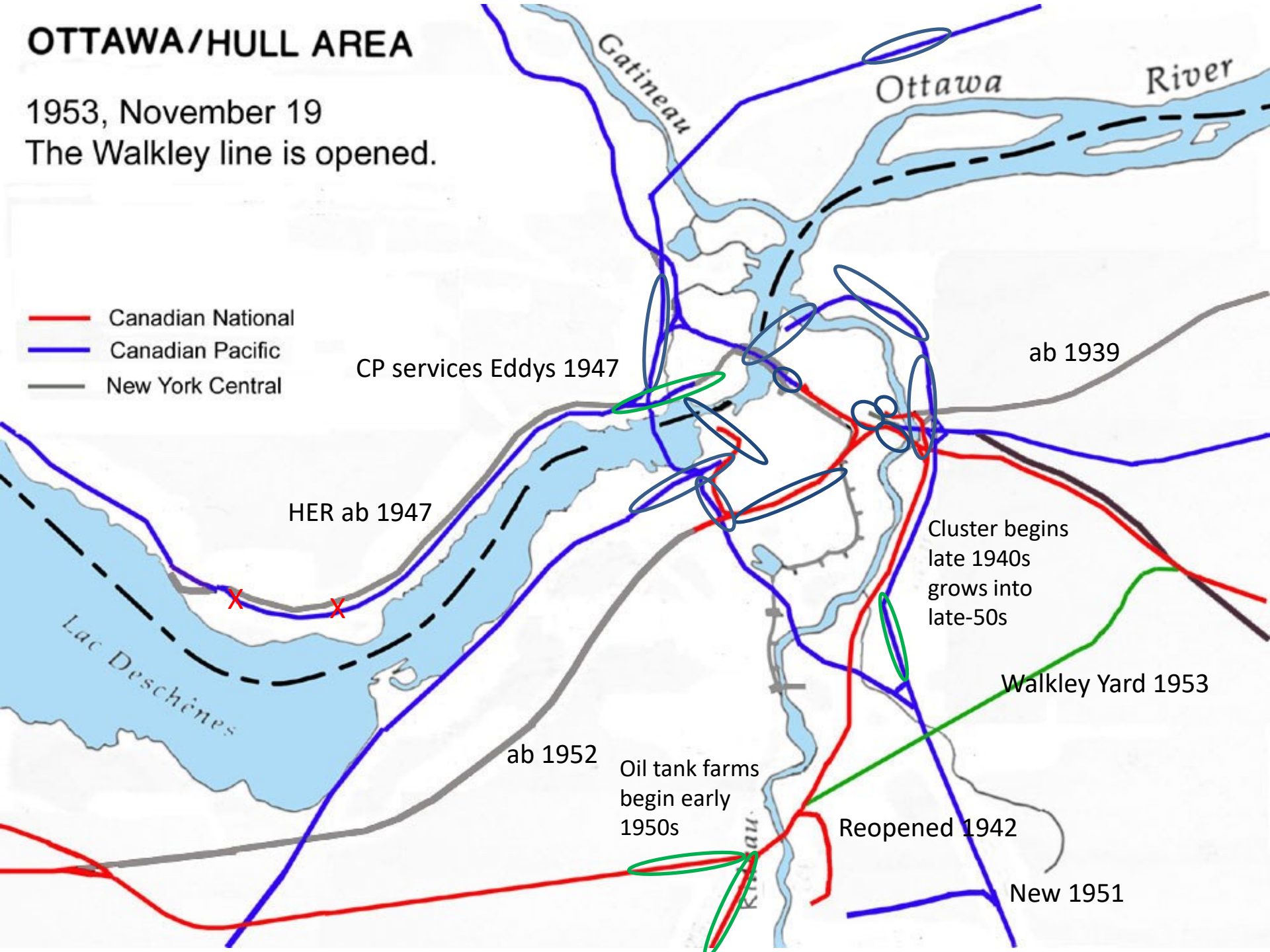
As part of the FDIC (NCC) plan for the downtown core. New rail yards were built at Walkley and CN and CP began to move there starting in mid-1950s.

OTTAWA/HULL AREA

1953, November 19

The Walkley line is opened.

- Canadian National
- Canadian Pacific
- New York Central



As reliance on coal for heating dropped and switched to oil, larger tank farms replaced the early ones. These developed first along the Sussex St Sub near Bank and Heron and then on the Beachburg and Smiths Falls Subs west of Federal.

A lot of detailed trackage changes happened from early to late 1960s.

The general effect was to abandon the old rail network piece by piece as the Queensway, Ottawa River Parkway and Vanier Parkway were built along the former ROWs. The major CN rail yards along Isabella and the CP Ottawa West Yards were transitioned to the new Walkley Yards south of the city.

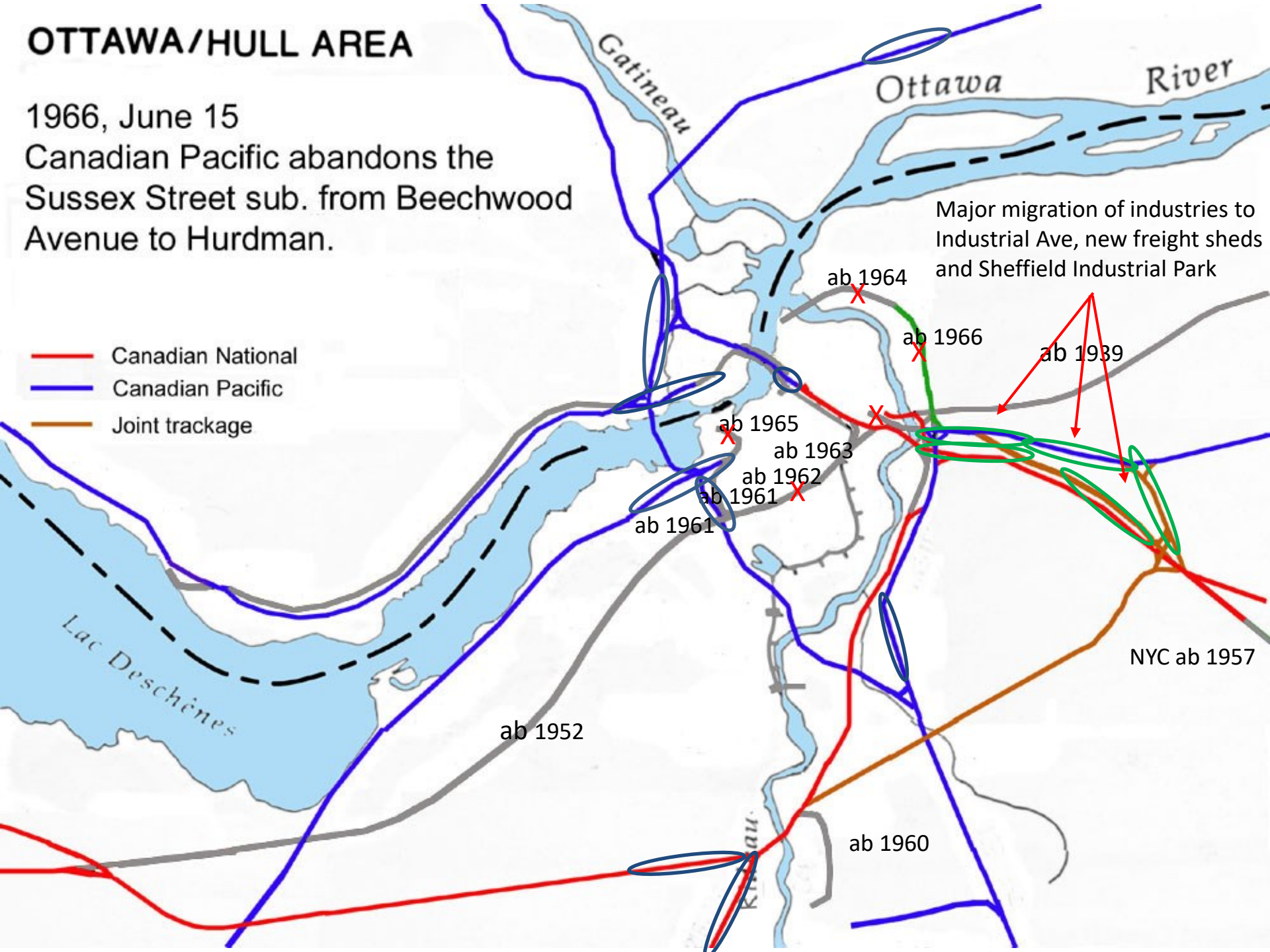
Also, any remaining industries near the old Union Station had to move when the station was moved to Alta Vista.

As part of the NCC plan to beautify the city industries were offered land in the new industrial parks along Industrial Ave, Belfast, and Sheffield.

OTTAWA/HULL AREA

1966, June 15

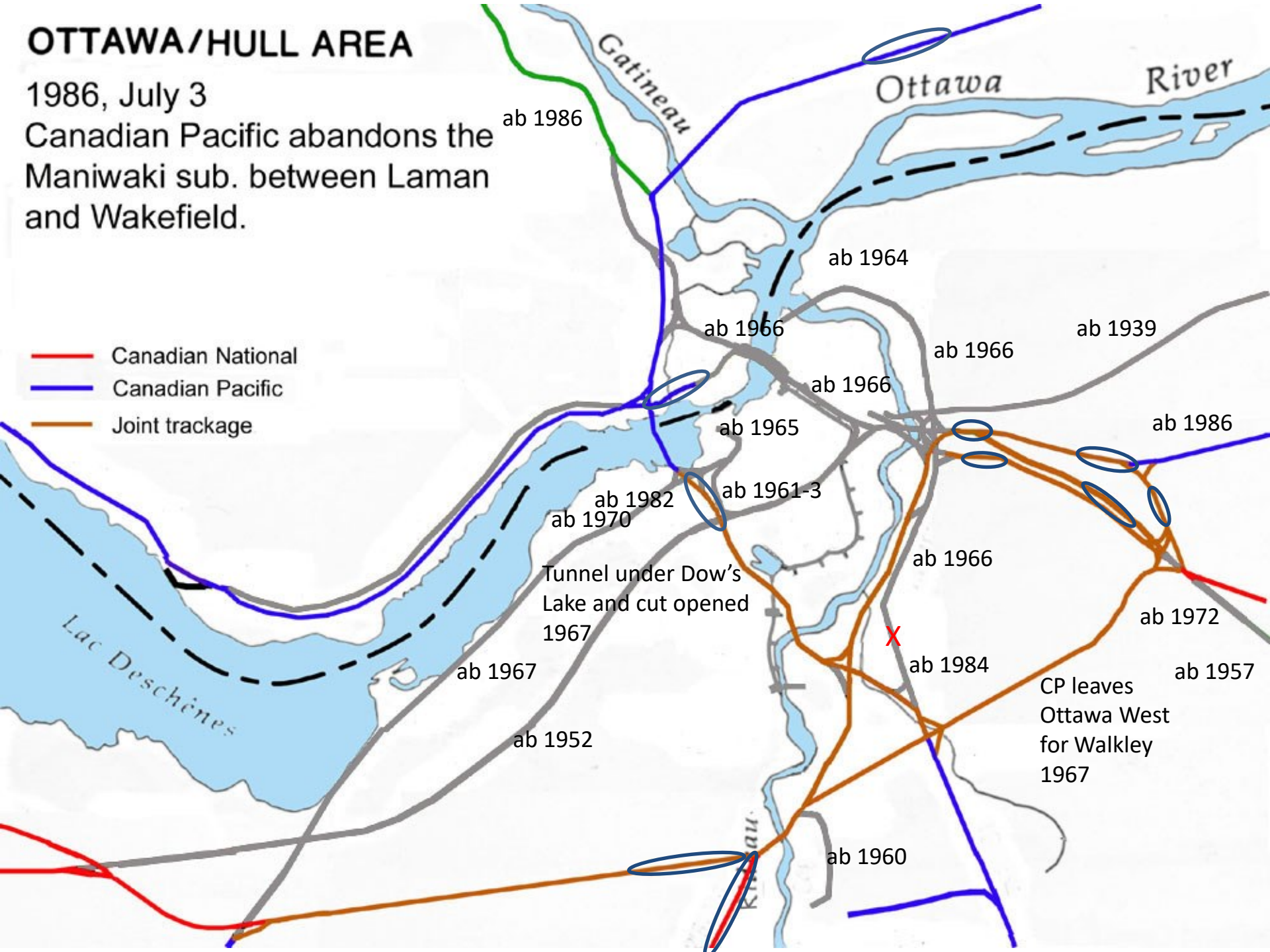
Canadian Pacific abandons the
Sussex Street sub. from Beechwood
Avenue to Hurdman.



OTTAWA/HULL AREA

1986, July 3

Canadian Pacific abandons the Maniwaki sub. between Laman and Wakefield.



Ottawa Central takes over from CN – service along Beachburg (Portage du Fort) and up to North Bay and part of Renfrew Sub (Nylene – Arnprior) with rights over part of VIA towards Smiths Falls (for Kott Lumber).

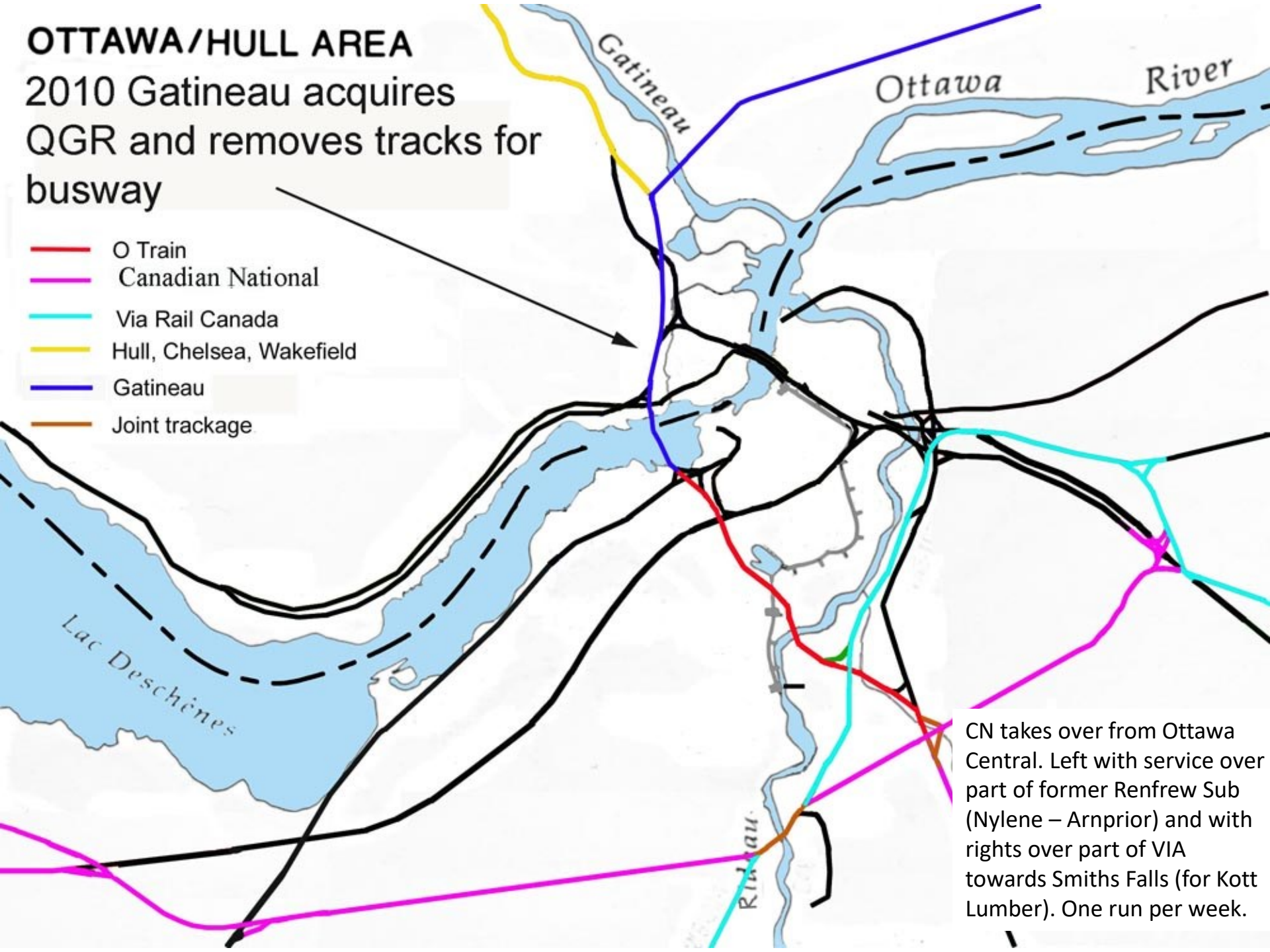
Carload traffic business is dying out, although specialized clients like Nylene still need rail service. Still a fair amount of traffic from mill at Portage du Fort. The later closure of that mill spelled the end for OC. There are a few OC customers left in Ottawa in 1998, but they don't last much longer.

Now in the era of unit train traffic.

OTTAWA/HULL AREA

2010 Gatineau acquires
QGR and removes tracks for
busway

- O Train
- Canadian National
- Via Rail Canada
- Hull, Chelsea, Wakefield
- Gatineau
- Joint trackage



CN takes over from Ottawa Central. Left with service over part of former Renfrew Sub (Nylene – Arnprior) and with rights over part of VIA towards Smiths Falls (for Kott Lumber). One run per week.

Detailed View of Industries laid out on
Topo Maps in order of historical
introduction

Plus,

Worked Examples Showing Use of
Archived Photos and Maps, plus
Newspaper Accounts

CPR - Sussex St Yard

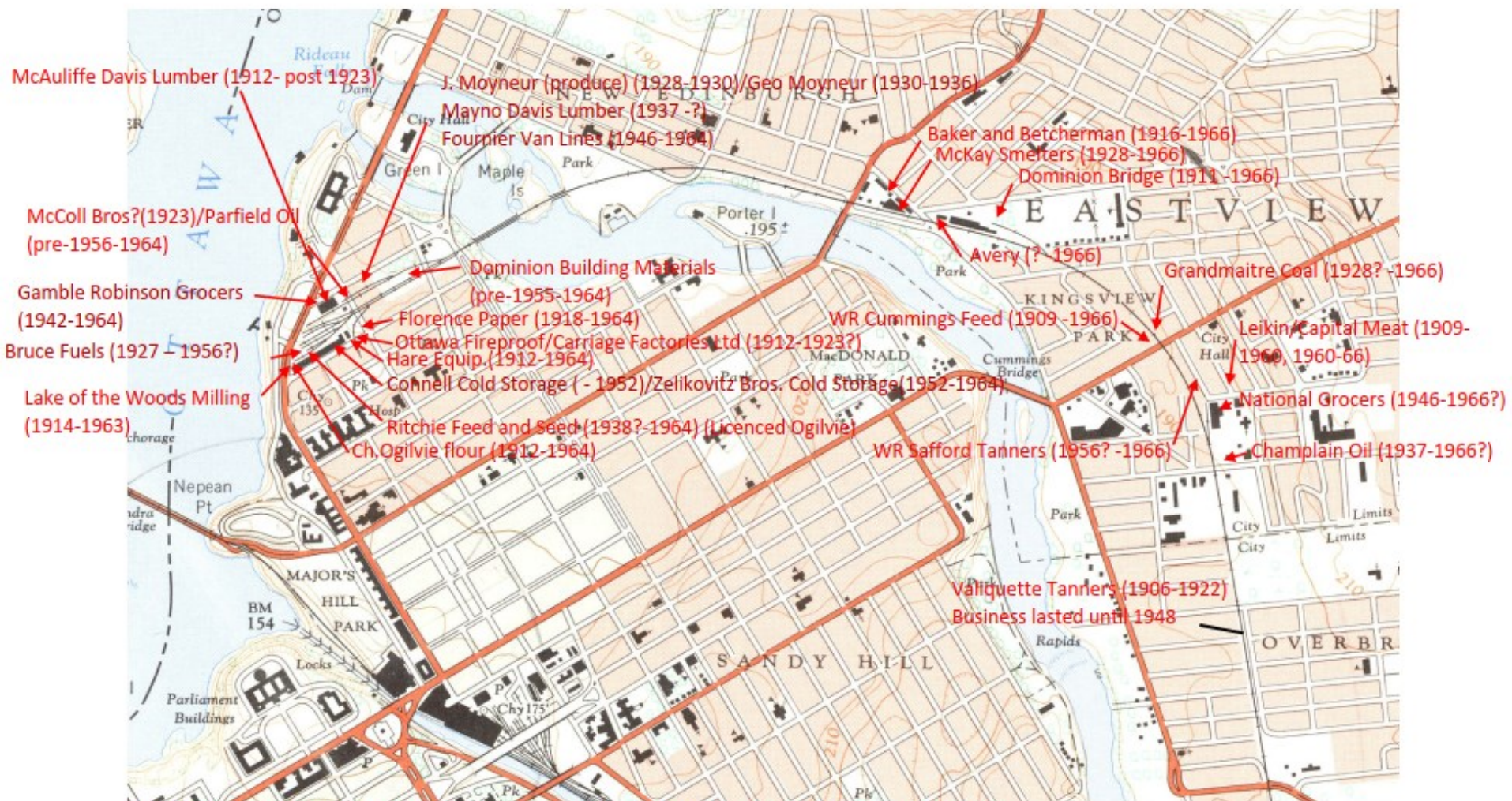
This first example has some of the oldest industries that were in Ottawa

If you were to look today, the only trace that remains are the bridge piers in the Rideau River.

Looking at the type of industries there, it would make a nice self-contained switching module. There is a variety of traffic. Note that from the early days until 1970s and possibly 1980s, an industry only needed a few cars per week to be a viable customer.

So, I'll spend a bit more time on it.

Rail-Served Industries – Ottawa Topo Map Sheet G05b 1963 – Upper Sussex St Sub Area

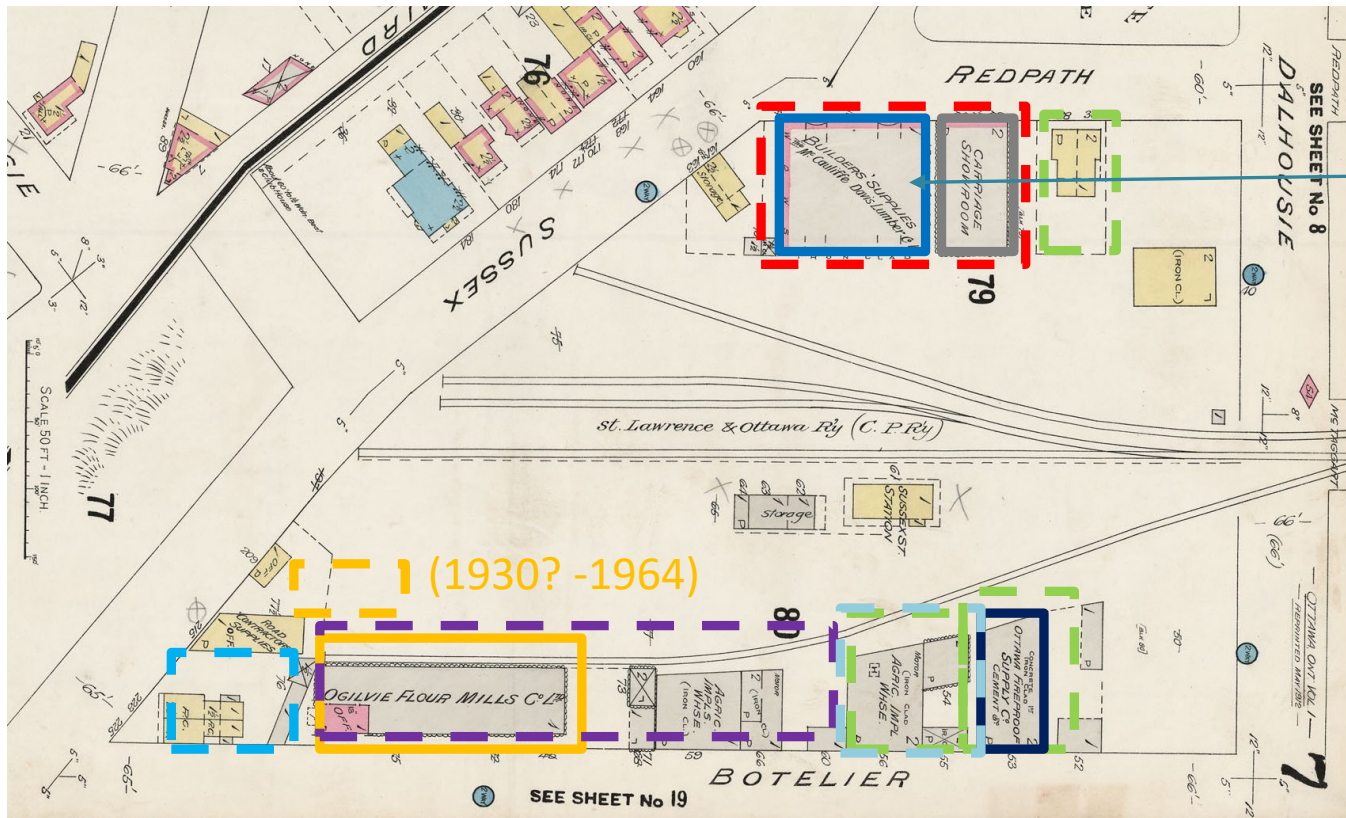


Missing Locations for Lloyds Litho, Bourque Coal Storage Paper (there in 1964), as well as W J Heney

Note: dates are provisional – many still being researched

Upper Sussex St Sub – NAPL Aerial A7194_22 1944



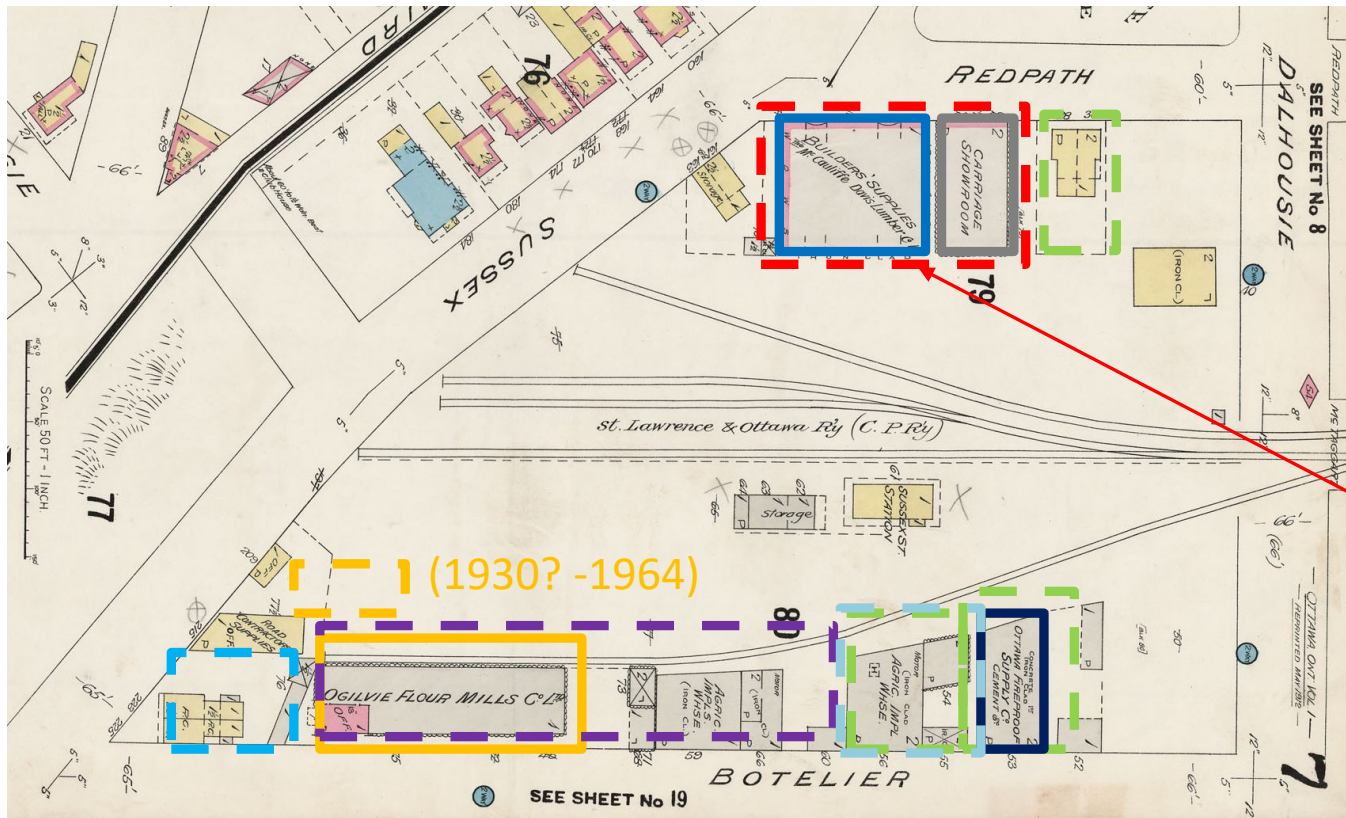


McAuliffe and Davis
Builders Supply
(Redpath and Sussex
– 1911, 20 Redpath –
1923)

- estab. 1910,
- surrendered
charter 1930
- had five locations
Mayno Davis took
over in 1925, fire at
18 Redpath 1931.

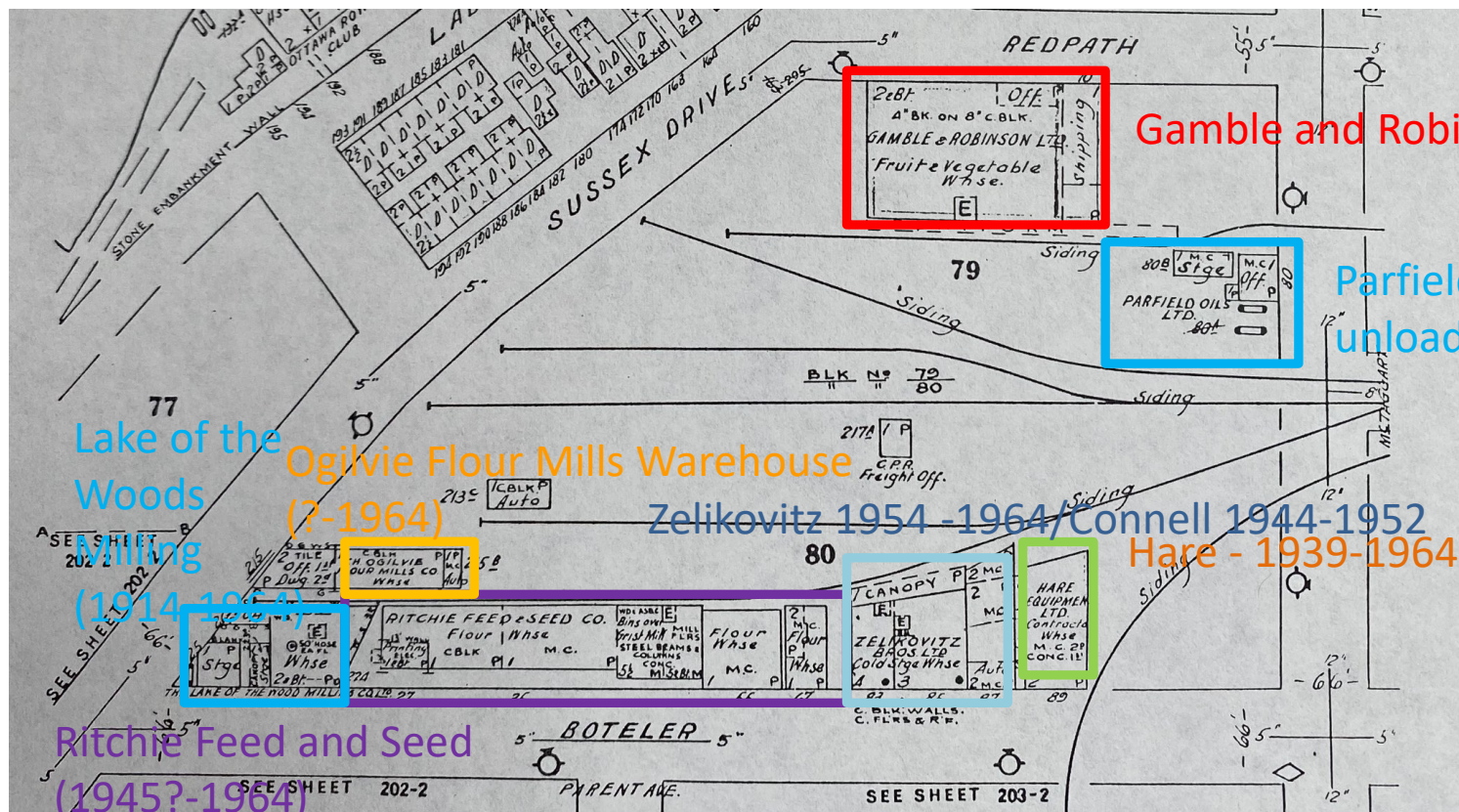
In 1909 Ottawa Dir,
southside of Redpath
Sussex to
Cumberland is all
residential. Listed at
Redpath and Sussex
in 1911 directory.

1912 Insurance Plan – On 1901 plan, there were few
industries shown, mostly lumber piles and a freight and
coal shed. Now the area is now populated with industries.



In 1942, Gamble and Robinson built in area cleared by 1931 fire, moved in 1964

1912 Insurance Plan – area is now populated with industries and the freight and coal sheds are gone



Gamble and Robinson (1942 -1964)

Parfield Oils
unloading (? -1964)

Lake of the
Woods
Milling
(1914-1964)

Ogilvie Flour Mills Warehouse
(?-1964)

Zelikovitz 1954 -1964/Connell 1944-1952

Hare - 1939-1964

Ritchie Feed and Seed
(1945?-1964)

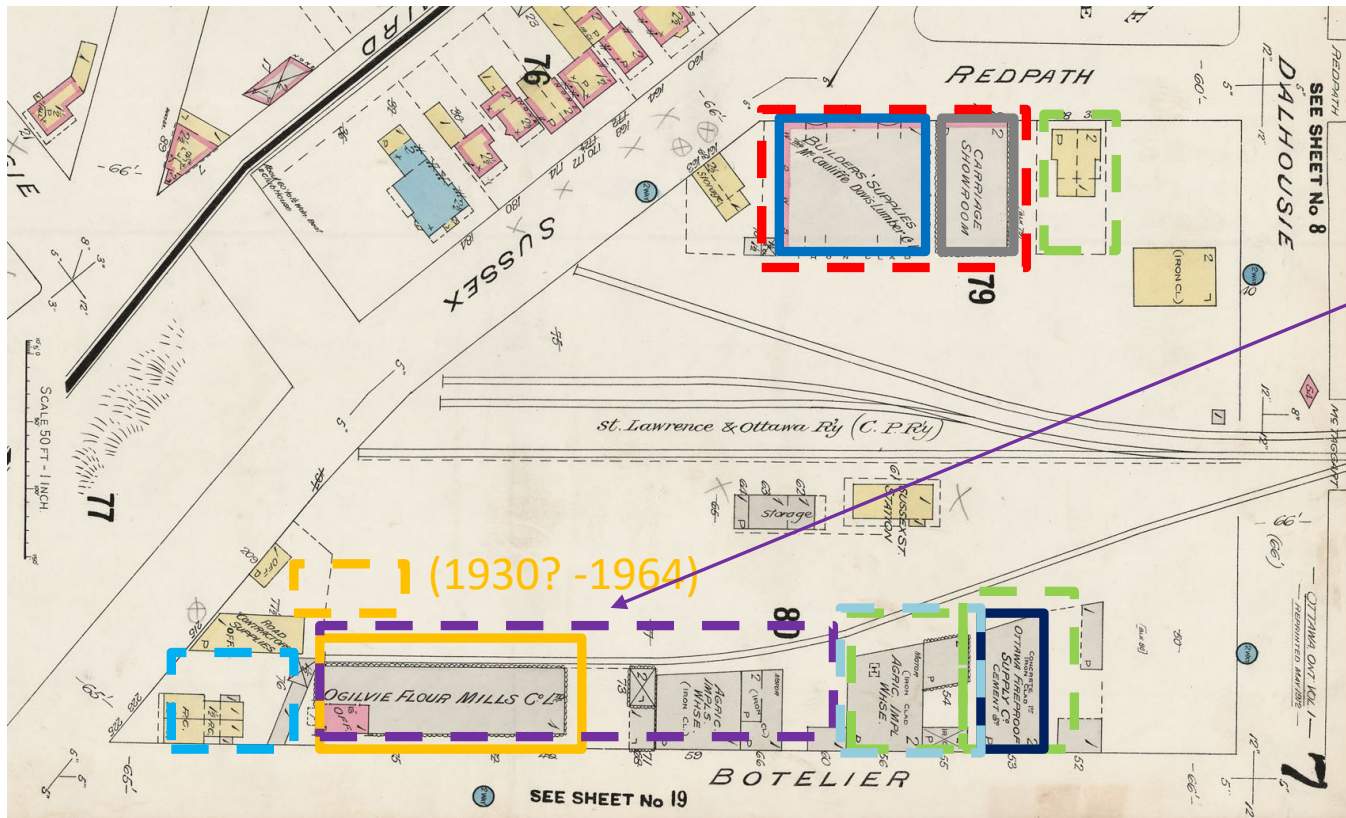
1956 Insurance plan – note renumbered streets (happened around 1928) and change in spelling of Boteler. Numbers increase left to right, previously they were right to left

New Gamble and Robinson Building (built in 1942, photo 1942-1944, prior to Connell Cold Storage building)



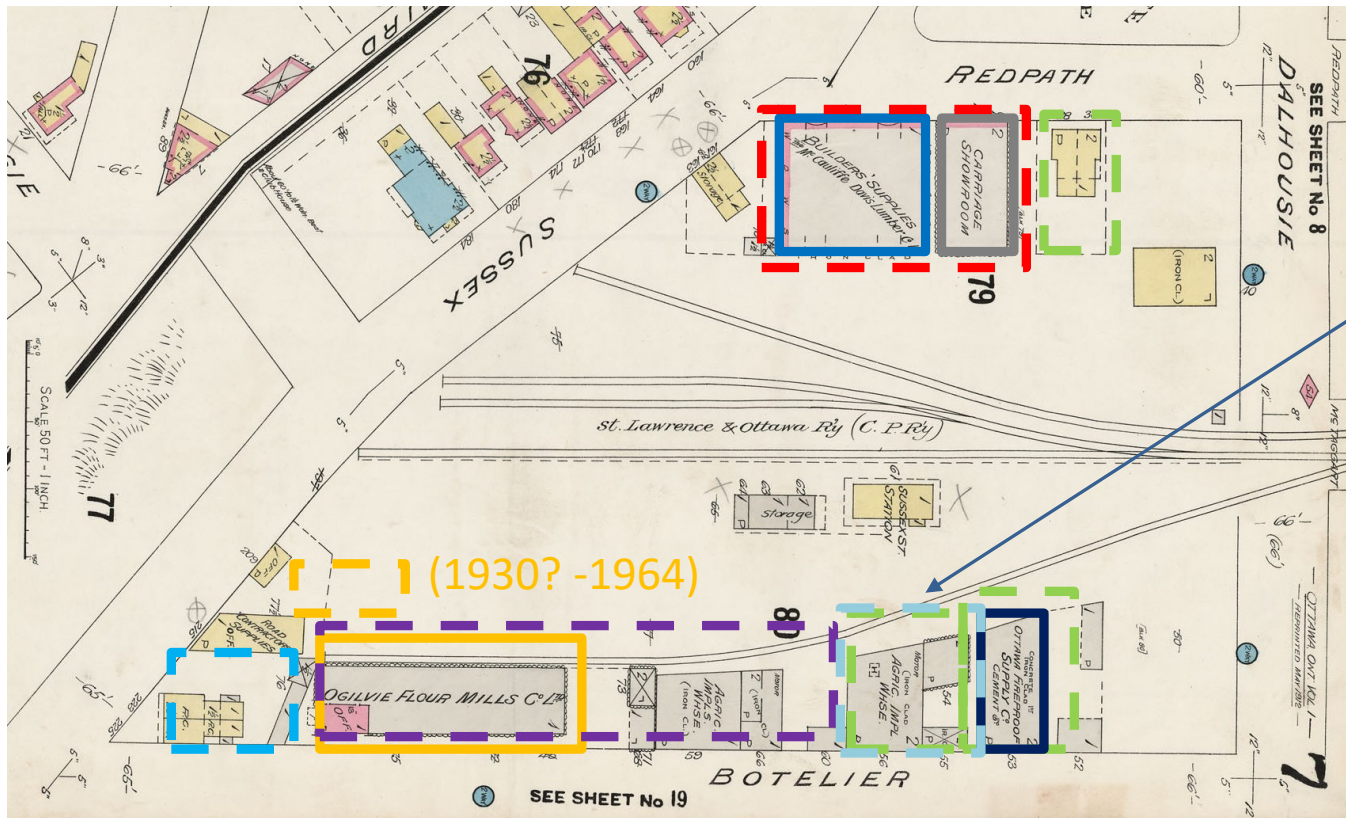
Photo taken from roof of Florence Paper looking over Sussex St
Yard, part of same sequence as previous photo





Ritchie Feed and Seed
 Estab 1930 at 27 York St, unclear when the feed mill and seed cleaner was built but it appears it was a few years later. From aerial photos it appears it was built between 1944 and 1945. Remained here until 1964 and then opened new feed mill and seed cleaner in 1965 on Innes Rd.

1912 Insurance Plan



Connell Cold Storage was here at least 1944 – 1952

Zelikovitz built new facility in 1954, remained until 1964

1912 Insurance Plan



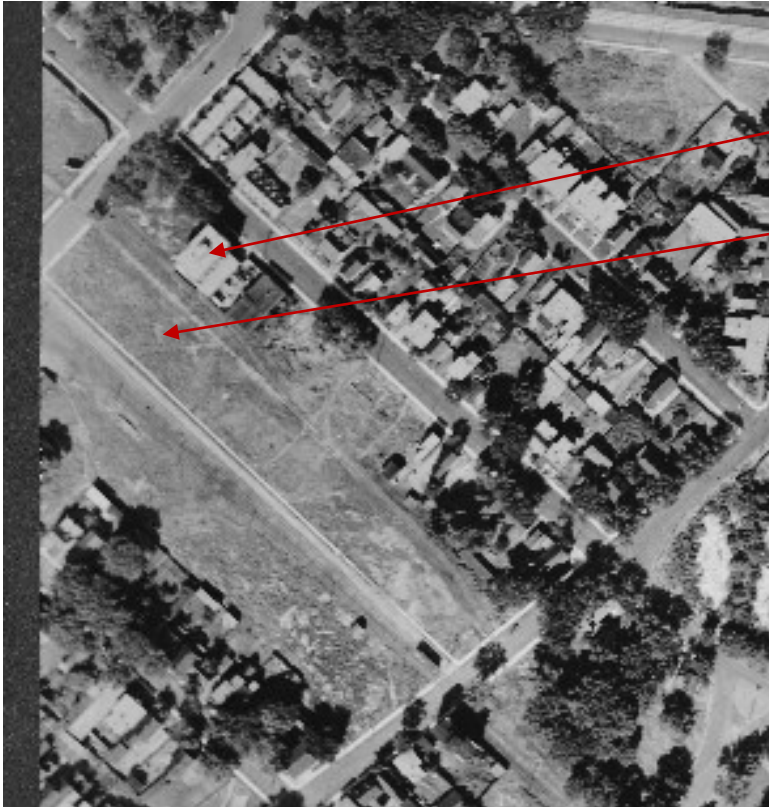
Zelikovitz Bros had been on the By Ward market since 1926. They bought J Freedman and Son (estab. 1895) in 1949 and then purchased the Connell Cold Storage facility at 85 Boteler in 1952 and completely renovated it.

They remained in this facility (in addition to Kaladar) up until 1964. Ad in OC 11 Feb 1964, p 2. Then NCC request for tenders to demolish OC 19 Sep 1964, p35.

Connell appears to only have been leasing cold storage to others. First ads for them under that name in OC May 4, 1949, p 37. Previously they had Industrial Refrigeration Service and Sales at that address; ad from OC Jan 10, 1944, p 17

Zelikovitz Bros newly renovated/rebuilt warehouse at 85 Boteler opened in 1954, Ottawa Citizen 22 Nov 1954, p 9

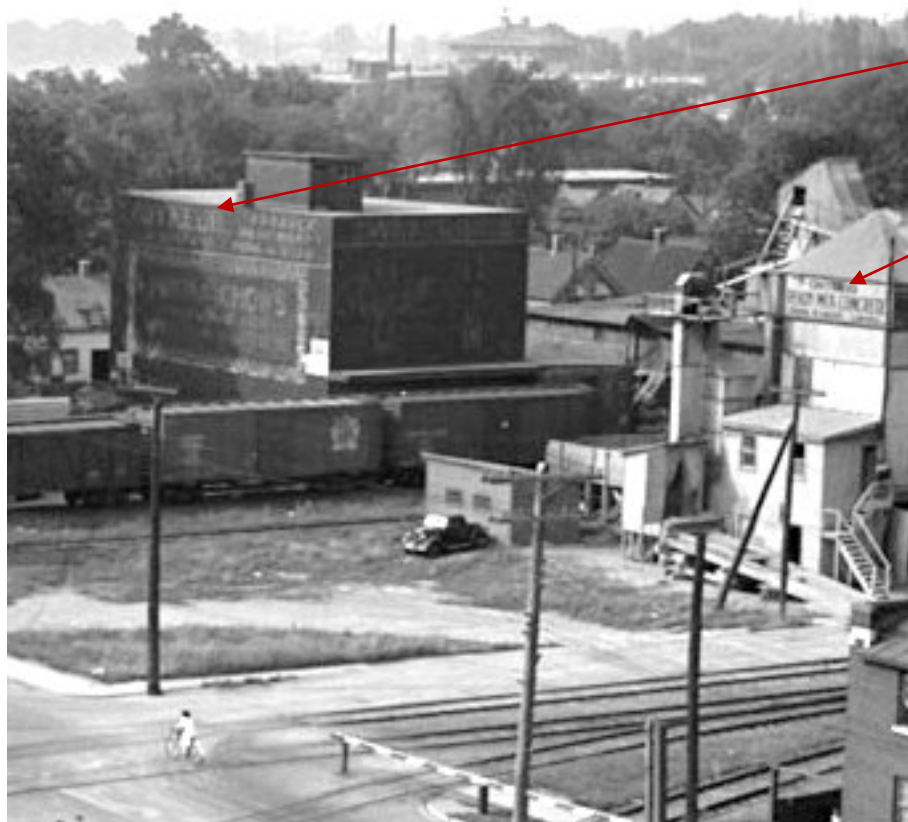
1923 Aerial Photo HA12_18 – appears to show Geo Moyneur Bldg.



Distinctive cupola on top of Moyneur building – see next photo.

Note ready-mix concrete not yet here (also not in 1928 GeoOttawa)

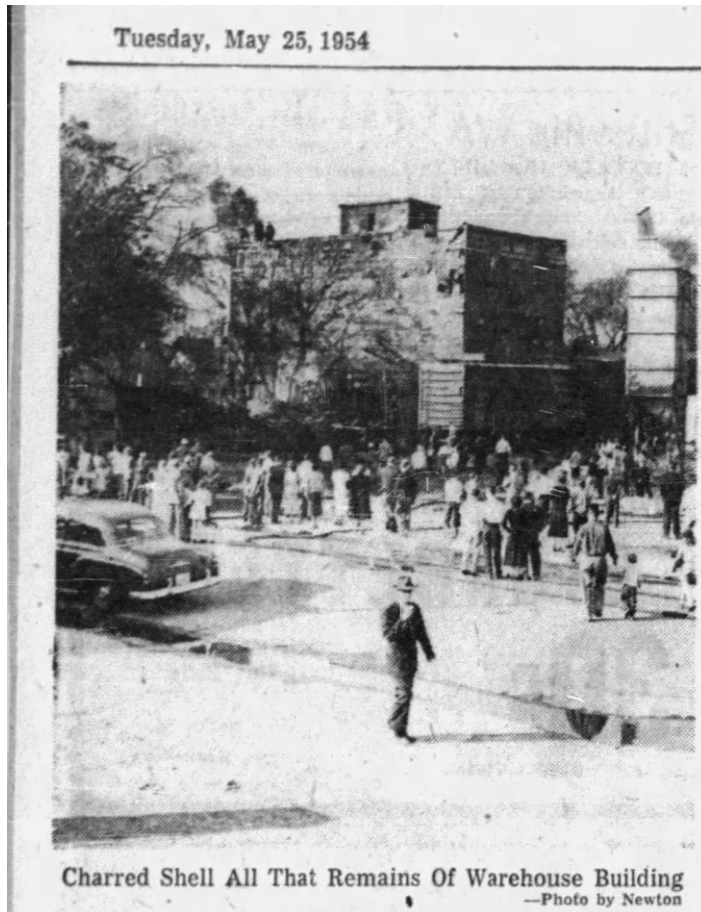
Photo from top of Florence Paper c 1940s – Moyneur

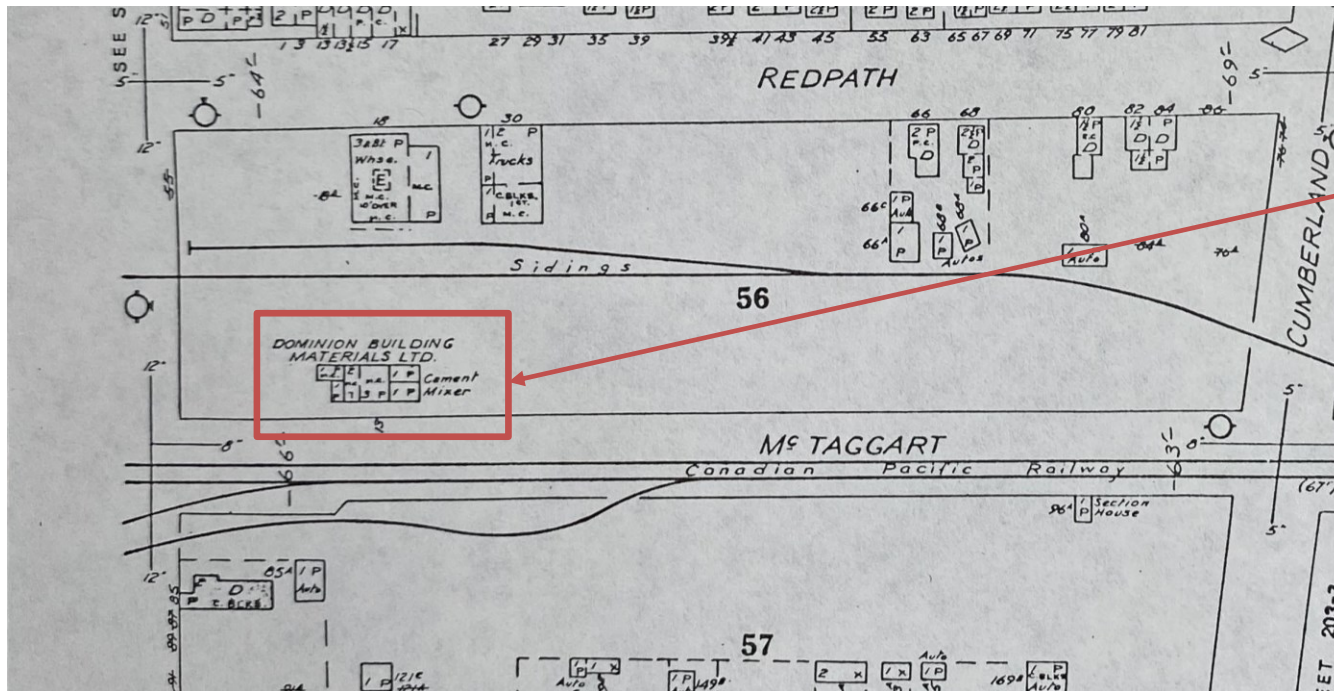


Says Moyneur on side of building

Ontario Ready Mix – (1938 -1949)

1954 Fire at Fournier Van Lines – former Moyneur Bldg.





Dominion Building Materials

- First mention in newspapers 1949 – fine for overloading truck
- Mentioned in Board Orders 1955 (tank installation)
- Closed at this location with expropriation in 1964
- Moved mixer to 1527 St Laurent Blvd – but no rail service
- Had location in Hull also,
- **Previously Toronto Ready-Mix (1930 - 1938) and Ontario Ready Mix (1938-1949)**

October 1956 Insurance Plan – Dominion Building Materials Ready Mix Cement Mixer

History of Ontario Ready Mix

- Toronto Ready Mix opens plant using Transit Concrete System at McTaggart and Dalhousie, a few weeks before 2 Aug 1930 (OC p 4)
- Ad 1938 uses name Ontario Ready Mix
- Ad 1941 says all the concrete for the Lord Elgin Hotel supplied by Ontario Ready Mix on McTaggart.
- 7-yr-old rescued from sand hopper at Ontario Ready Mix on McTaggart, 22 Jul 1949, p3 OC. Strangely this is after the traffic ticket issued to Dominion Building Materials on McTaggart on 18 May 1949. Maybe sloppy reporting?
- Last mention of Ontario Ready Mix 1949, coincides with Dominion Building Materials taking over this location.

Toronto Ready Mix
Concrete Limited
Phone
Rideau 3040

**TRANSIT
SYSTEM
MIXED CONCRETE**

**Comes
to
Ottawa**

Transit System Ready Mixed Concrete ... which is saving thousands of dollars for the contractors and builders in over seventy cities in the United States and Canada ... is now available in Ottawa.

Although the plant at Dalhousie and McTaggart Sts., has been in operation only a few weeks, this better concrete has been used on several of the most important jobs here, including the new National Research Building.

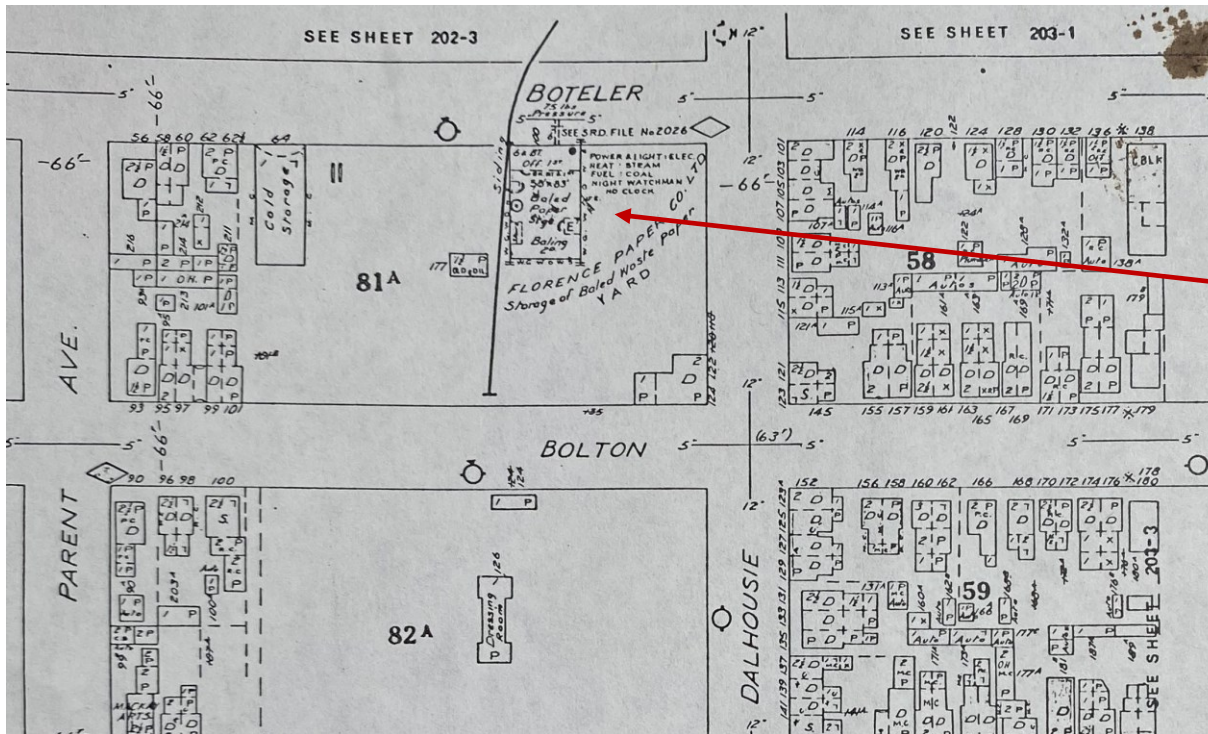
Transit System provides Certified Concrete; to the E. S. A. Specification; of guaranteed strength; of uniform quality; thoroughly mixed under pressure and delivered to the job ready to pour. Mixed in transit, there is no possibility of segregation of materials.

No bother or expense of mixing on the job. No costly cement sheds. No lost or stolen materials. No waste. And a tremendous saving in time, labor and actual cash. Phone for as much or as little as you require.

OTTAWA PLANT
Now in Operation
With a Fleet of
Canadian Built
Motor Trucks.

**Certified
CONCRETE
to C.E.S.A.
Specifications**

TORONTO READY MIX CONCRETE Ltd.
Plant: McTAGGART & DALHOUSIE STS. OTTAWA
PHONE RIDEAU 3040



Florence Paper at this location since 1918*. Fire at another storage area at Sussex and Dalhousie in 1931. At this location until 1964 when moved to Sheffield Industrial Park.

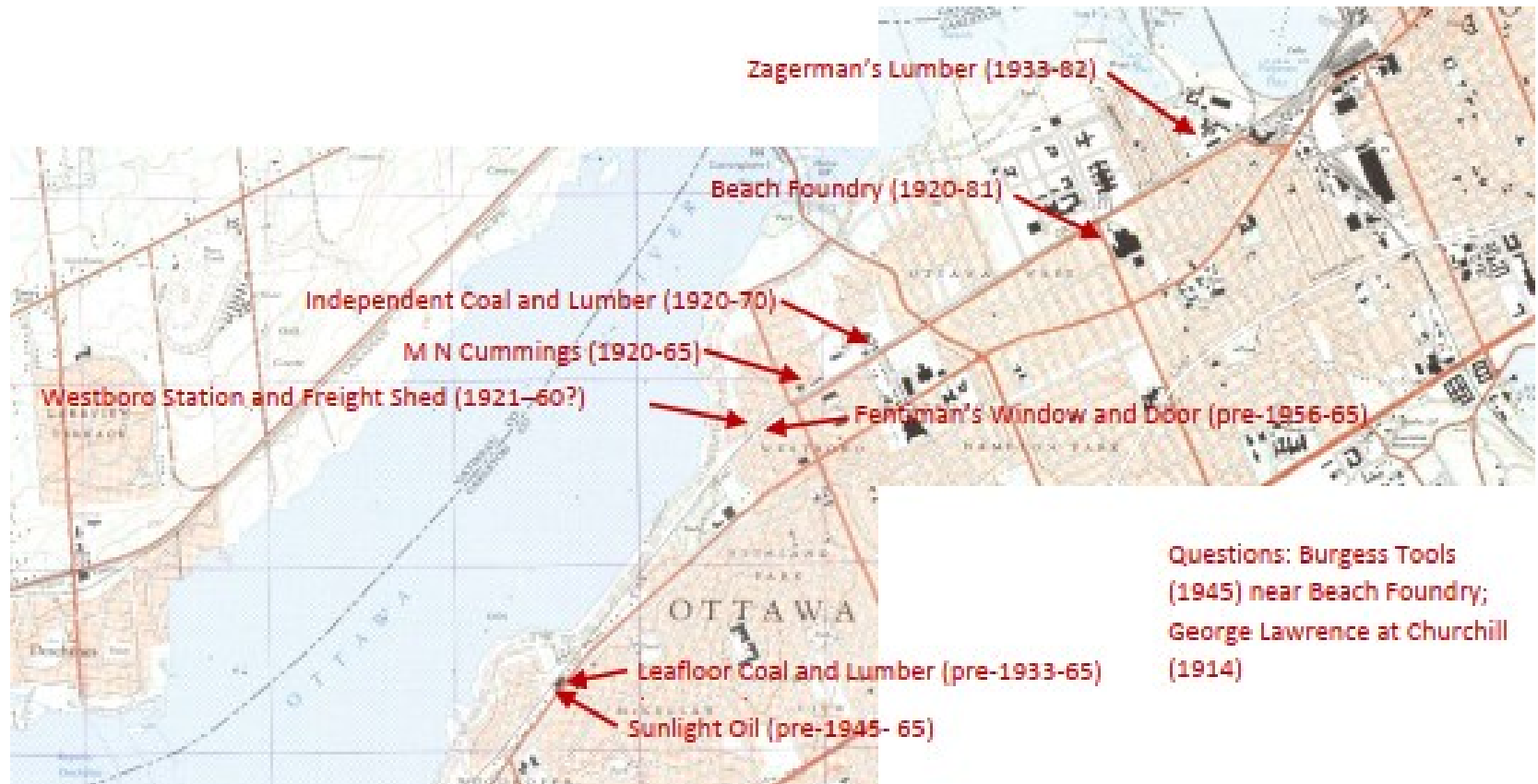
*Note: City Directory lists Florence at this location as early as 1915, but siding was not approved until 1918 according to the Board Orders.

October 1956 Insurance Plan

Florence Paper – south of Botelier St, c 1940s, e011074462-v8



Carleton Place Sub – east end, on 1962 topo sheets G05g and G05c



Note: dates are provisional – many still being researched

Carleton Place Sub – NAPL Aerial A7194_3 1944



Beach Foundry – 1950s



Manufactured stoves.

CP RS-3 8442 111467 switching at Beach Foundry,
Holland and Scott Streets in Ottawa. Bruce
Chapman photo.

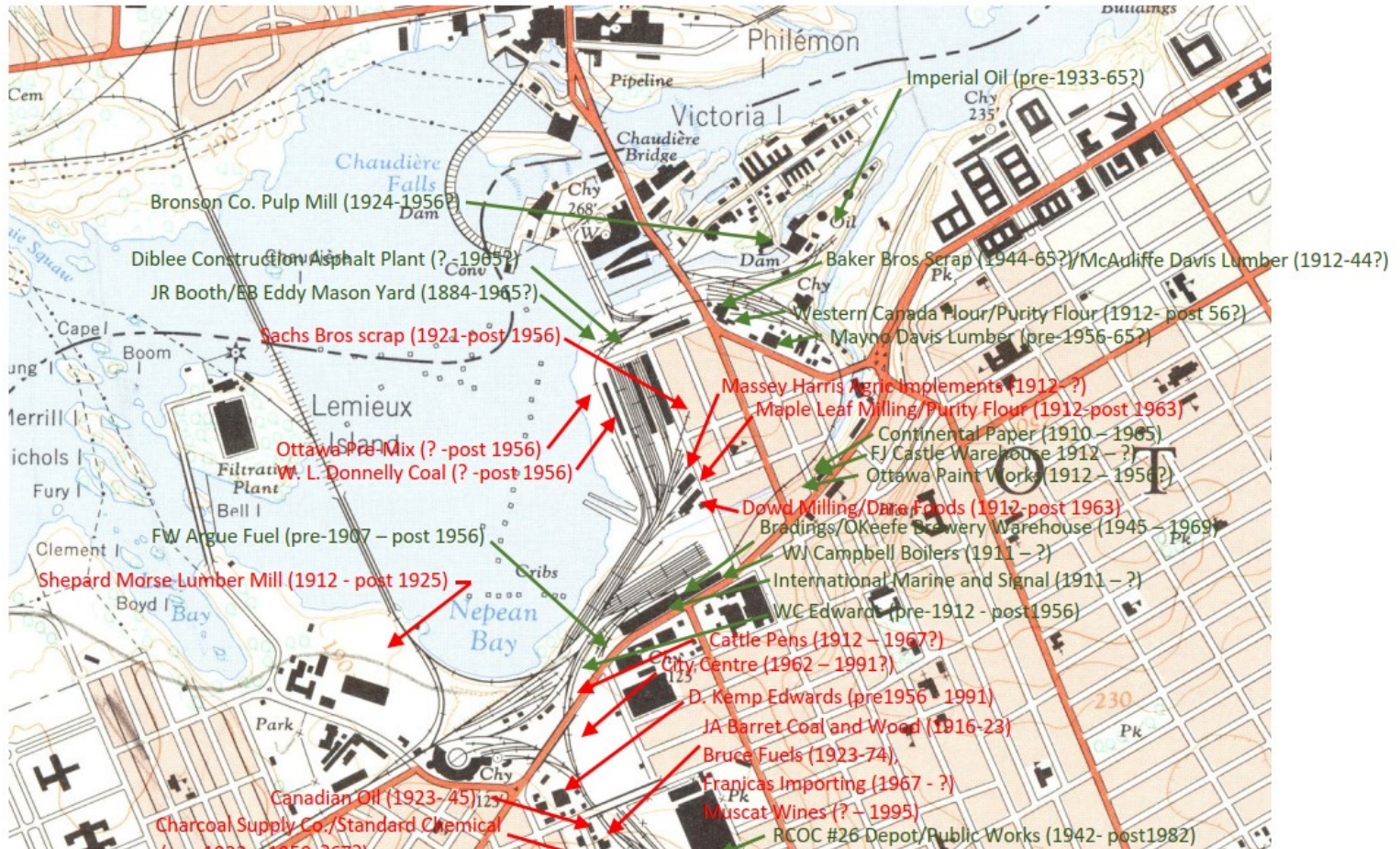




RS-18 8798 switching at the Independent Coal and Lumber yard north of Scott Street and McRae Avenue on September 25th, 1965, pushing car up ramp. Bruce Chapman Photo.

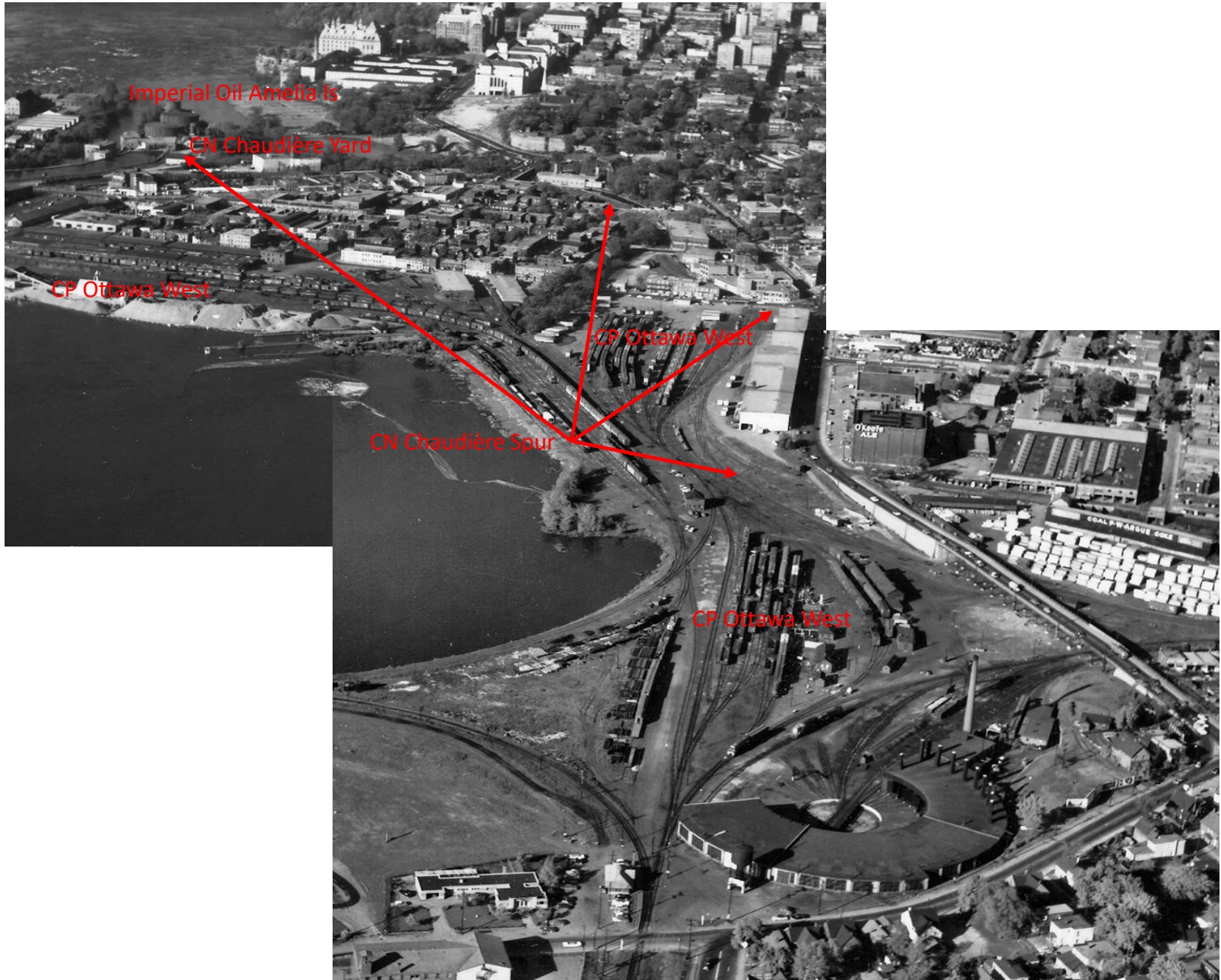


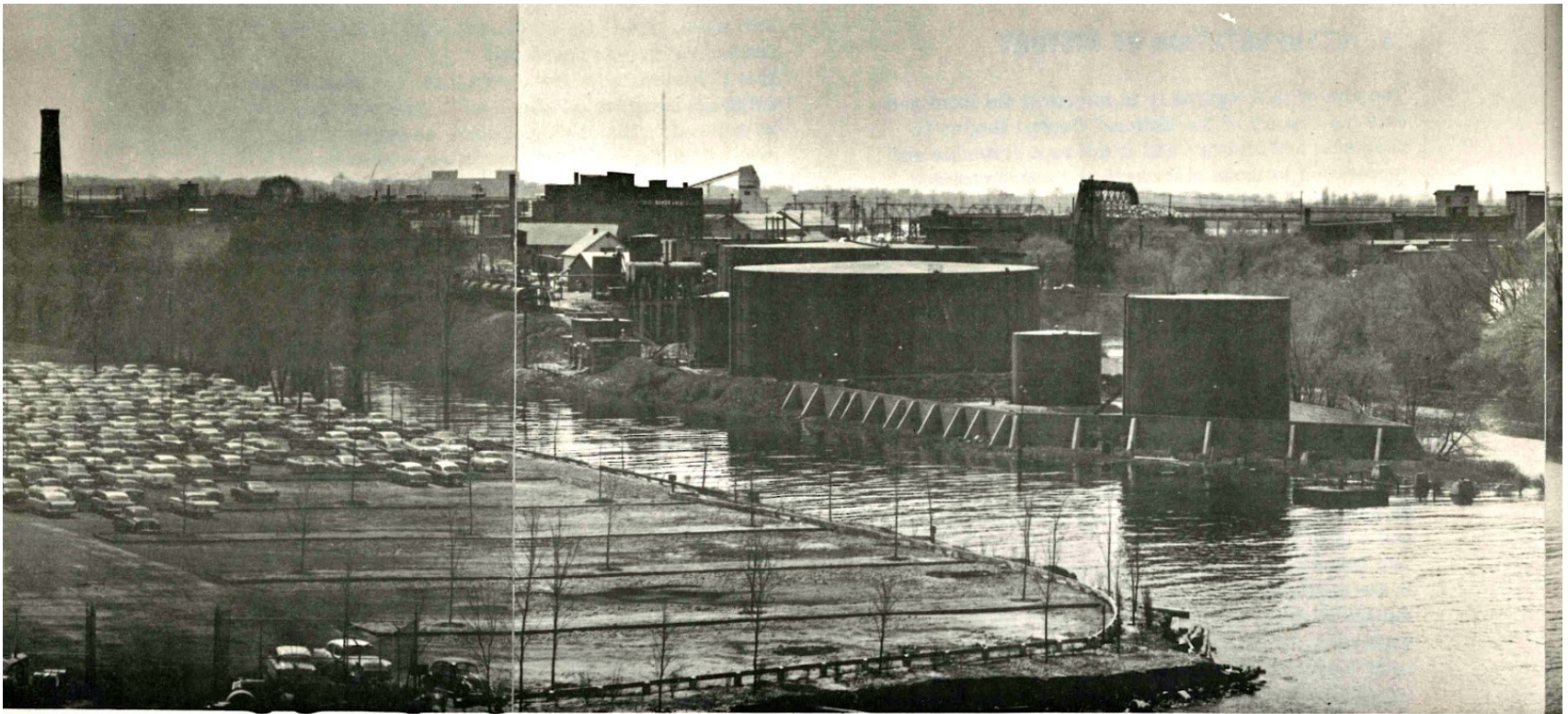
Prescott Sub – north end, Ottawa West and Chaudiere Yards
on 1962 topo sheets G05g 1962-3 – top



Note: dates are provisional – many still being researched

Ottawa West and Chaudière Yards (1960s)





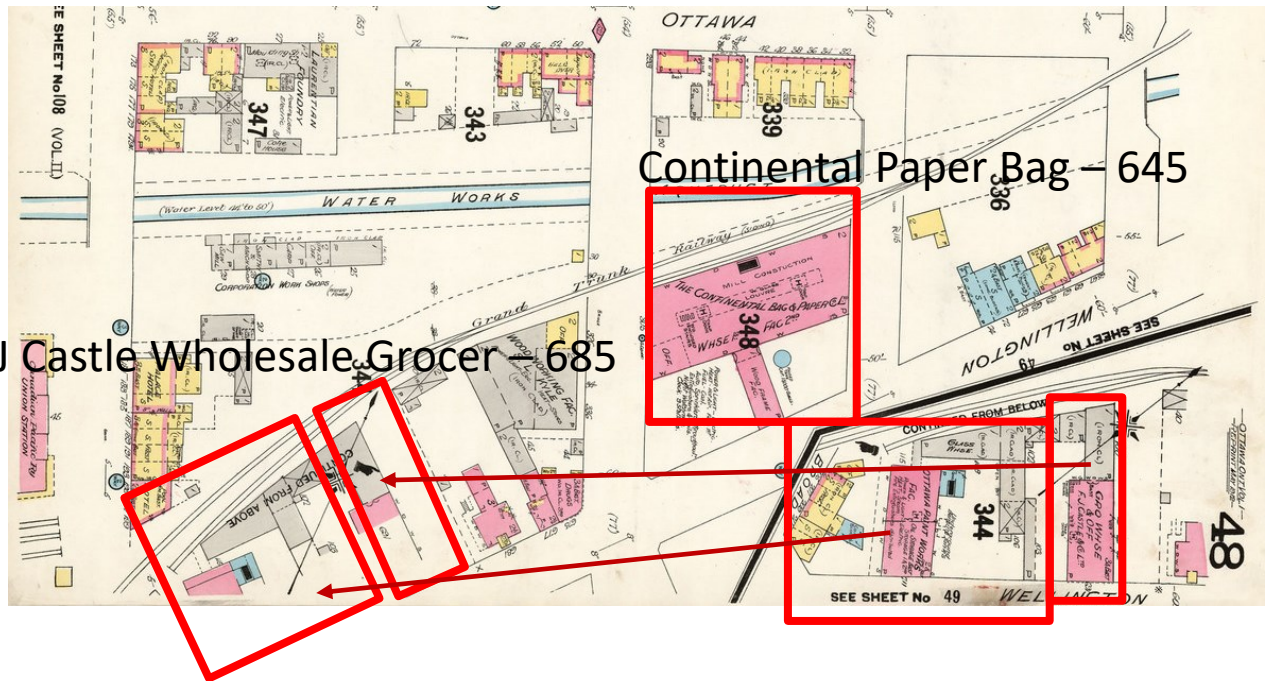
FEDERAL GOVERNMENT PARKING

RICHMOND LANDING

ESSO OIL COMPANY

TIMBER SLIDE STREAM

Industries along Wellington Served by GTR/CN



Ottawa Paint Works 687-697

Ottawa Insurance Plan June 1912

Ottawa Paint Works (OPW
Brand)

687-697 Wellington

OJ 6 May 1935, p 20

- Estab. 1900 at 138 Bank St.
- Factory built here in 1909 Factory, OJ 6 May 1935, p 20
- Bought Ottawa Varnish in 1916

OJ 27 Feb 1965, p 9:

- 1945 bought by American Marietta
- Became Martin-Marietta in 1960,
- 1963 became part of Mobil Chemicals,
- 1965 moved plant to Scarborough
- Demolished in 1966.

Ottawa Paint Works (OPW Brand) 687-697 Wellington

OTTAWA'S NEW INDUSTRY



We Make the highest Grade of Varnishes and Japans



This View shows Melting Room and Pumping Station, which is equipped with every modern appliance for Varnish Making.

This new Factory is built adjoining the Ottawa Paint Works, which enables the Varnish Company to deliver this product by direct pipe line to the Ottawa Paint Works to use about 2,000 barrels yearly. The Company is capitalized at \$40,000, and will be under the direct supervision of Mr. A. A. Ayres, who comes of a family of English Varnish Makers, and is considered one of the best varnish makers in Canada. The other men behind this Company are Messrs. J. M. Young and Charles Hickman, joint owners of the Ottawa Paint Works; Rupert Hickman, Sales Manager; and Sidney Higman also of the Ottawa Paint Works.

OTTAWA VARNISH CO., LIMITED

OJ 6 May 1935, p 20

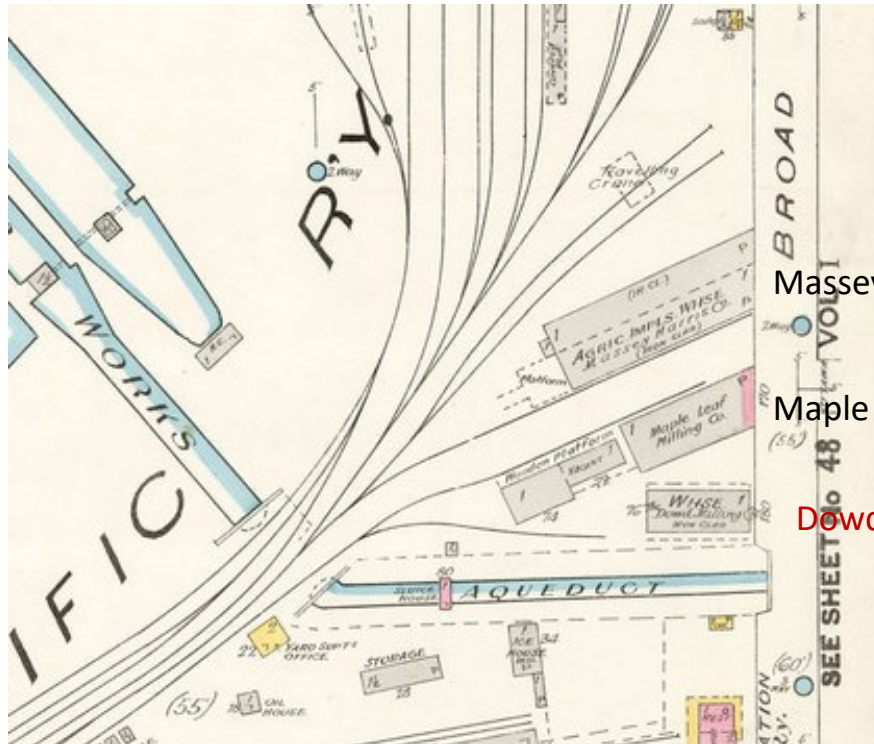
- Estab. 1900 at 138 Bank St.
- Factory built here in 1909 Factory, OJ 6 May 1935, p 20
- **Bought Ottawa Varnish in 1916**

OJ 27 Feb 1965, p 9:

- 1945 bought by American Marietta
- Became Martin-Marietta in 1960,
- 1963 became part of Mobil Chemicals,
- 1965 moved plant to Scarborough
- Demolished in 1966.

Photo or drawing of Ottawa Varnish OC 15 Mar 1913 p 18 prior to outright purchase by OPW

Industries on east side of Ottawa West Yard – along Broad St.



Massey-Harris – 166 Broad

Maple Leaf Milling – 170 Broad

Dowd Milling – 180 Broad

None of these warehouses shown on the 1901 Ins. Plan. Just after the great fire.

First reference to Dowd at this address is a 1901 clipping soliciting grain for purchase OC 13 Dec 1901, p7.

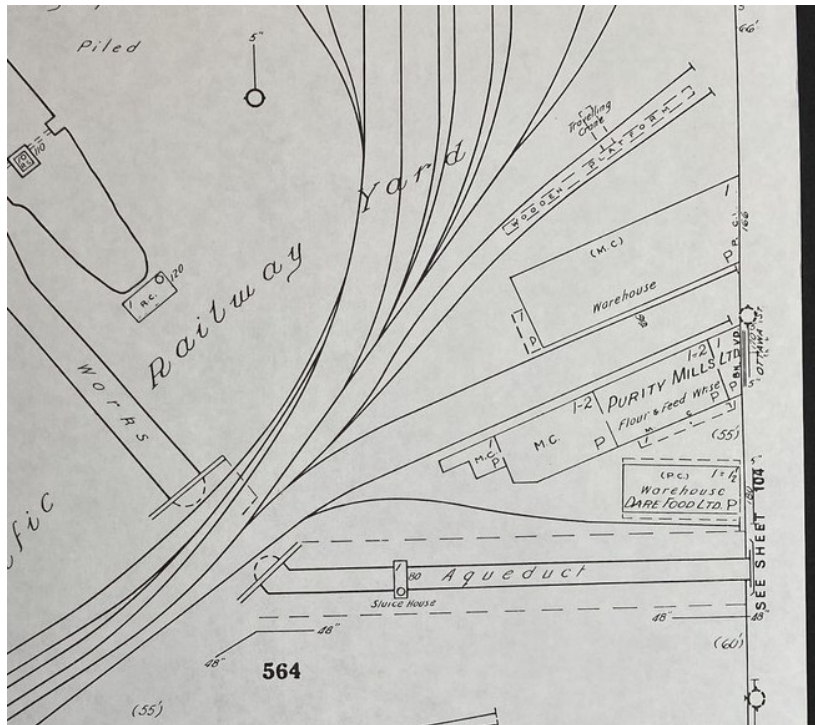
No further mention in papers after 1911.

Renfrew Flour Mills listed here in 1916 City Dir.

In 1923 City Directory, JB Hunt and Peterboro Flour at this address.

Ottawa Insurance Plan June 1912

Industries on east side of Ottawa West Yard – along Broad St.



Ottawa Insurance Plan Nov 1963

Massey-Harris – 166 Broad
(Last here 1955-1960)

Purity Mills – 170 Broad

**Dare Food Ltd – 180 Broad
(post-1960 to post-1964)**

1921 Ad for eggs and poultry lists 180 Broad.

Carpet Cleaners using address in 1960, OC 27 Jun 1960, p 31.

Dare not listed in 1946 phone book at this address.

Only reference in papers to Dare at this address is for a bike contest, 9 July 1964, p 24 in OJ.

Dare not listed as customer in CP 1967 Smiths Falls Yearbook.

Maple Leaf Milling not in 1909 City Dir.

Industries on east side of Ottawa West Yard – along Broad St.

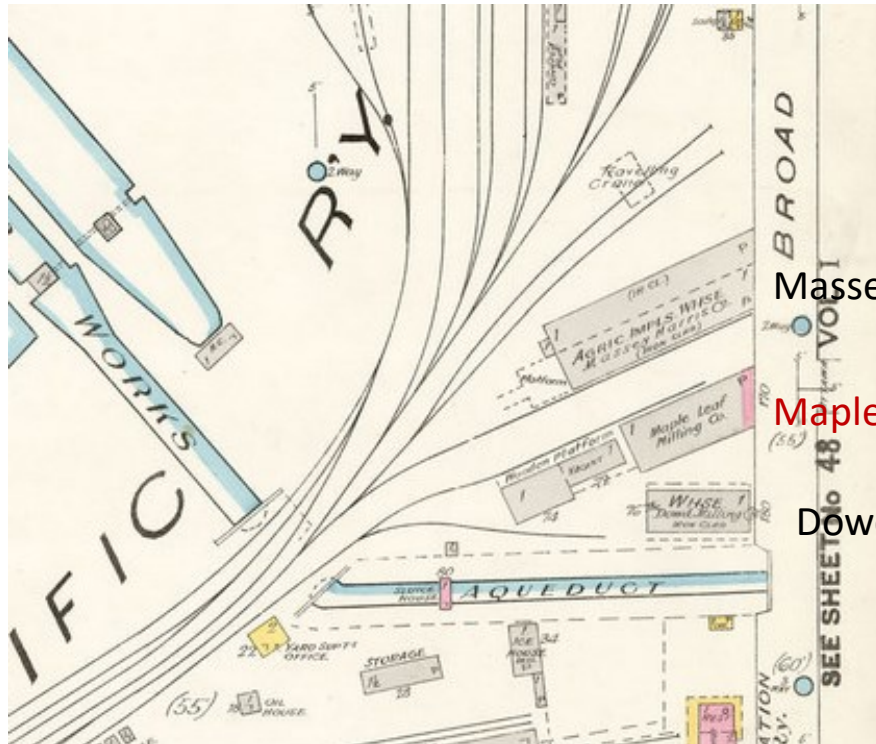
First reference to this location is on 1912 Ins Plan

Last reference in papers to Maple Leaf Milling at this address is in OC 15 Oct 1940, p19.

170 Broad listed as Maple Leaf Milling in 1946 phone book.

Western Canada Flour owned the Purity Flour brand. They were taken over by Maple Leaf in 1940. Presumably, Maple Leaf started using the Purity Flour name after that and this location was rebranded between 1946 and 1963.

Maple Leaf Purity Flour listed as customer in 1967 CP Smiths Falls Yearbook. Private Siding.



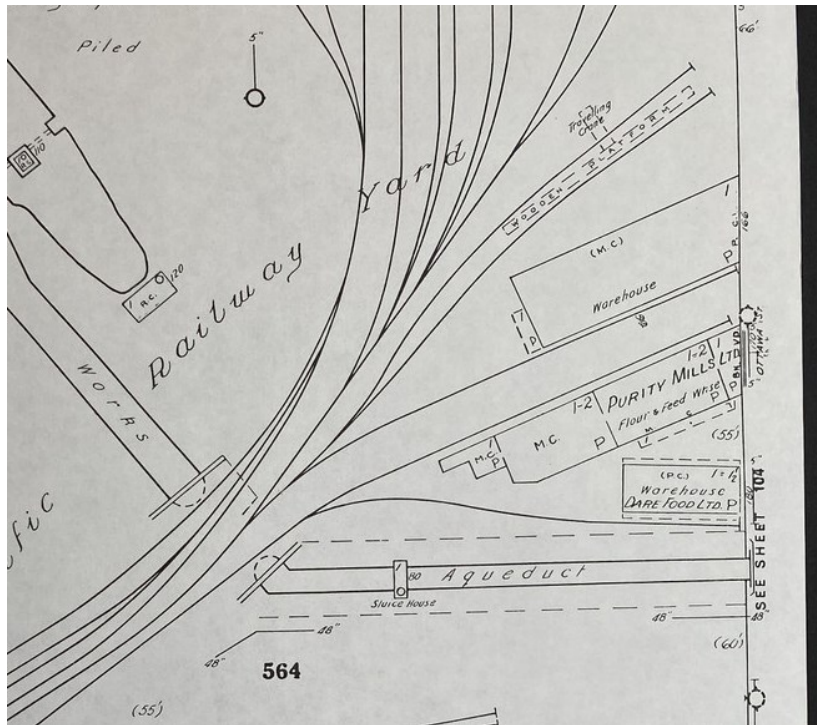
Massey-Harris – 166 Broad

Maple Leaf Milling – 170 Broad

Dowd Milling – 180 Broad

Ottawa Insurance Plan June 1912

Industries on east side of Ottawa West Yard – along Broad St.



Ottawa Insurance Plan Nov 1963

1909 City Dir is the first reference I have to Massey-Harris here.

Last reference in papers to Massey-Harris-Ferguson at this address was 17 Sept 1955 in OJ p 4. (merger with Ferguson was in 1953)

**Massey-Harris – 166 Broad
(Last here 1955-1960)**

M. Loeb had a Cash and Carry Wholesale store here in 1960 (OJ 8 Nov 1960, p23)

Purity Mills – 170 Broad

Dare Food Ltd – 160 Broad

Then in 1961, it was MIAD Stone (stone facing) OJ 10 June 1961, p7

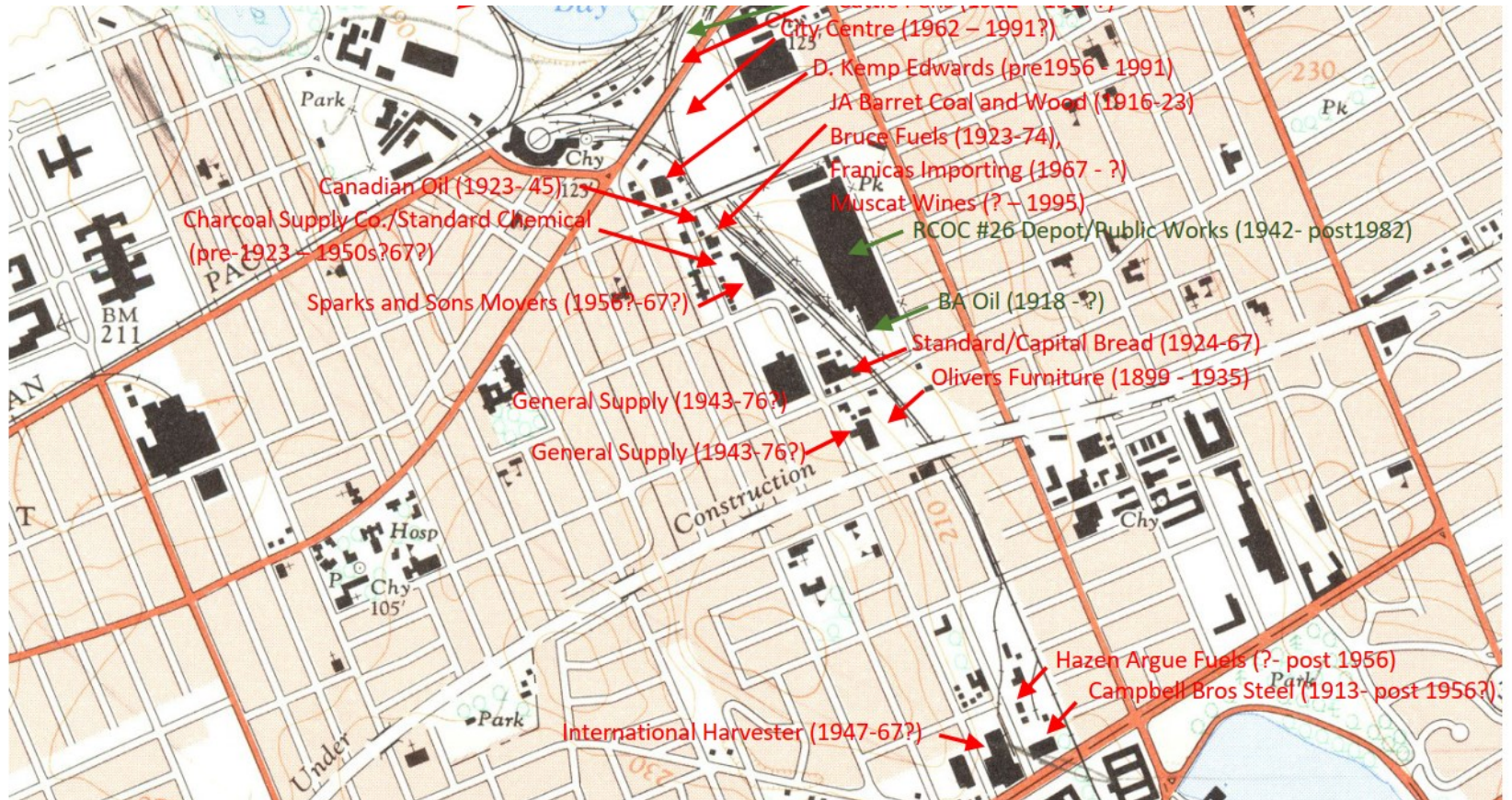
By 1962, used by a company advertising for canvassers. OC 30 Jan 1964, p 27; Sunclo Sales at this address.

Photo of East Side of Ottawa West – 1946 -1949



CPR Spans the World logo introduced in 1946 and used until 1949 or car repainted. Stepped Logo introduced in 1949.

Prescott Sub – north end, Ottawa West and Chaudiere Yards
on 1962 topo sheets G05g 1962-3 – bottom



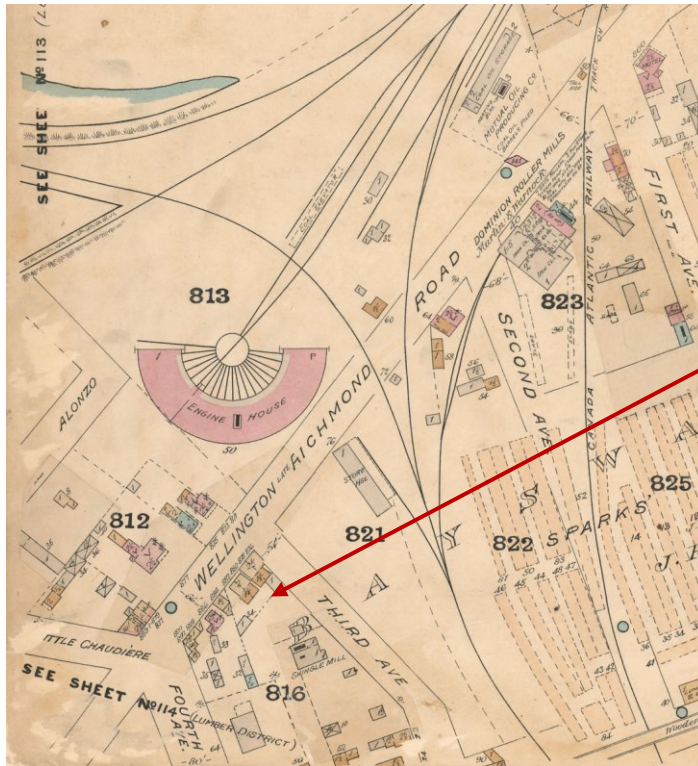
Note: dates are provisional – many still being researched

Prescott Sub – NAPL Aerial A7194_5 1944



Entry to Ottawa West Yard – Bayswater/Breezehill/Wellington

First Ad in OJ Apr 2,
1892, p2.

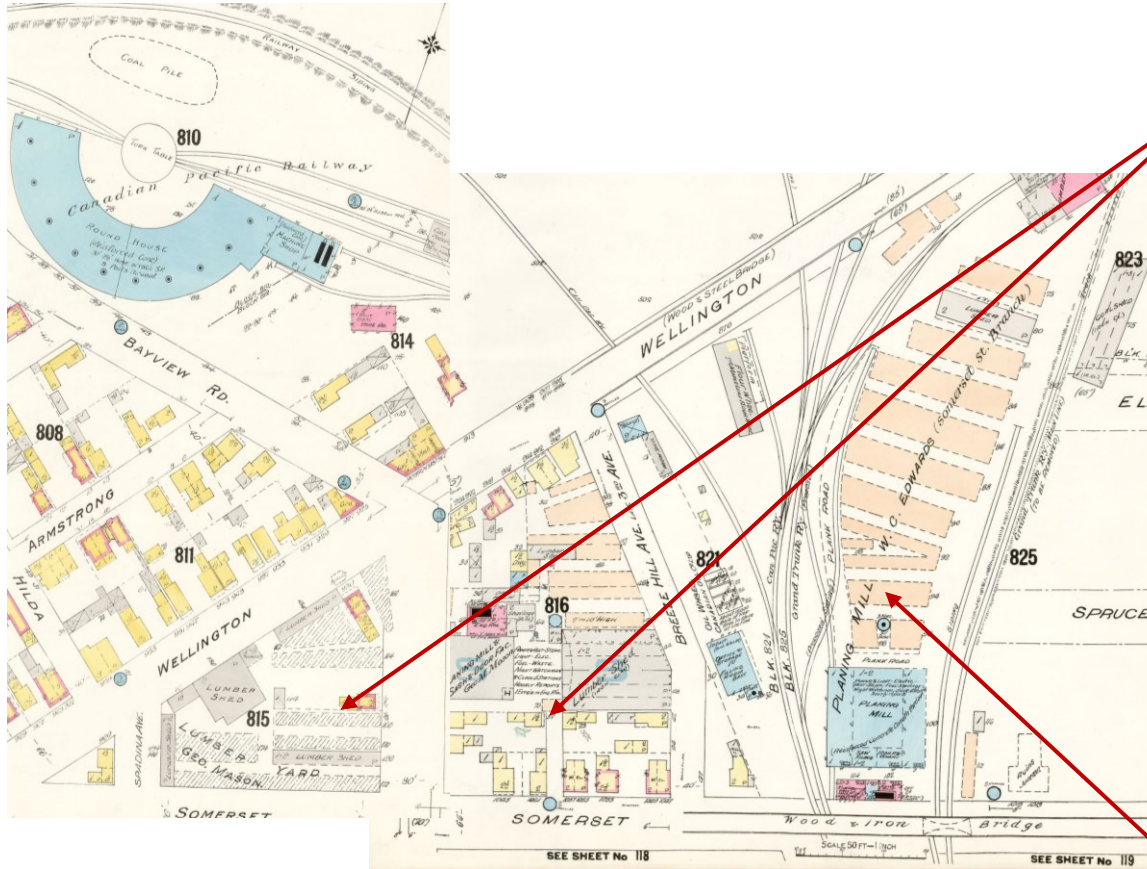


Wm Mason and
Sons – planing mill
(shingle mill not
named on map),
by 1901 Geo.
Mason planning
mill.

Ottawa Insurance Plan Lumber District May 1895

WM. MASON & SONS
Manufacturers and Dealers in all sorts
and sizes of
DIMENSION TIMBER
Lumber
LATH AND SHINGLES,
Near C. P. R. Depot, Ottawa
A LARGE STOCK of the above always on
hand.
Orders sent by mail will be promptly attended.
Prices quoted on application for all sizes of
Timber and Lumber, either Pine, Cedar, Ash
or Tamarac.
ADDRESS P. O. Box 264.
BELL TELEPHONE 126 A
OTTAWA ONT.

Entry to Ottawa West Yard – Bayswater/Breezehill/Wellington



Ottawa Insurance Plan 1912

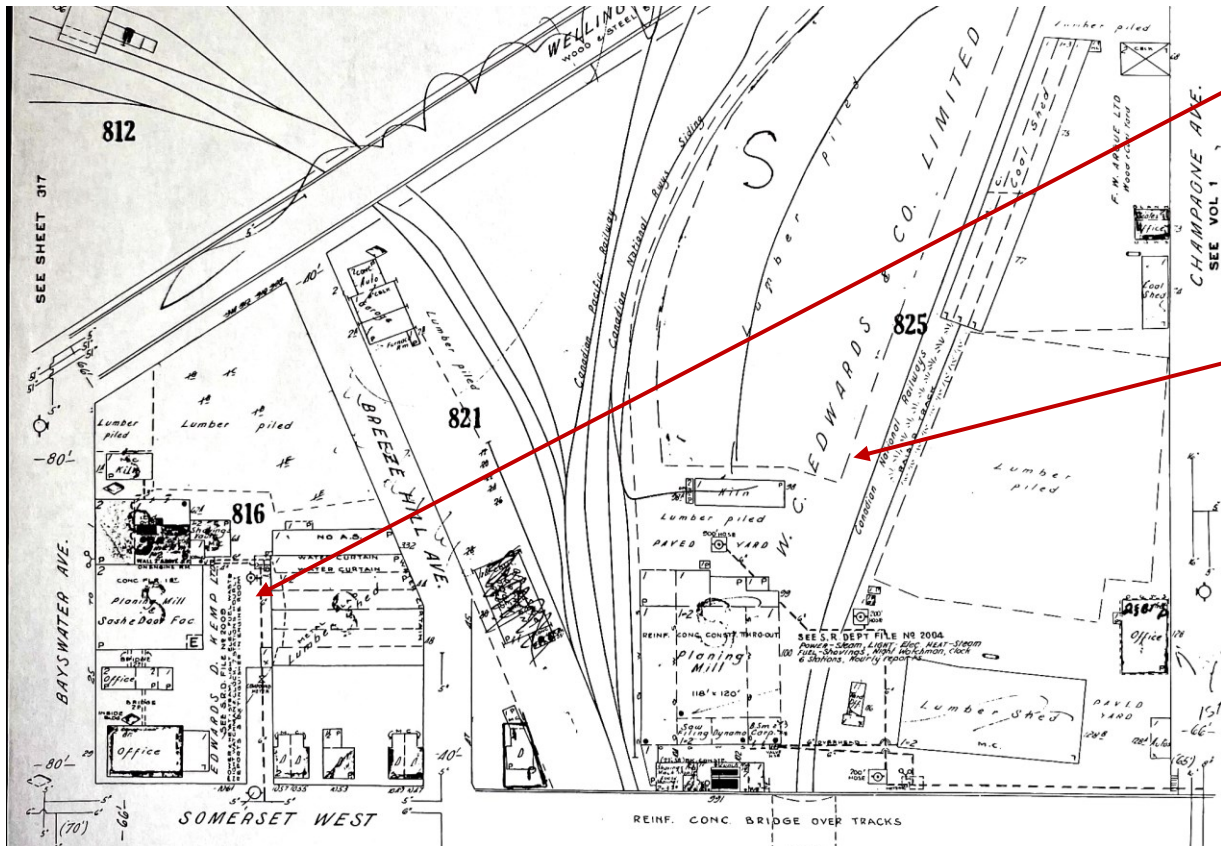
Geo. M. Mason remained in business until 1921 when they declared bankruptcy. OC Nov 15, 1921, p 8.

Estate sale to D. Kemp Edwards (nephew of WC Edwards) OC June 12, 1923, p 5. In the estate sale they mention a railway siding.

WC Edwards sold his export lumber business interests to Riordan July 1, 1920, including the large New Edinburgh mill (for about \$20M!). Riordan also bought Gilmour and Hughson in Hull at same time. New operating name was The Gatineau Co.

WC Edwards name continued for wholesale lumber. (From WC's obit OC Sept 17, 1921, p1.)

Entry to Ottawa West Yard – Bayswater/Breezehill/Wellington



D. Kemp Edwards survived at this location until end of summer 1993. OC Jun 19, 1993, p 8.

WC Edwards wholesale lumber. Land sold for City Centre 1962. City Centre opened in 1964. WC Edwards relocated to Isabella St. Member of Better Business Bureau until 1993. OC Sep 13, 1993, p 62.

Ottawa Insurance Plan 1956

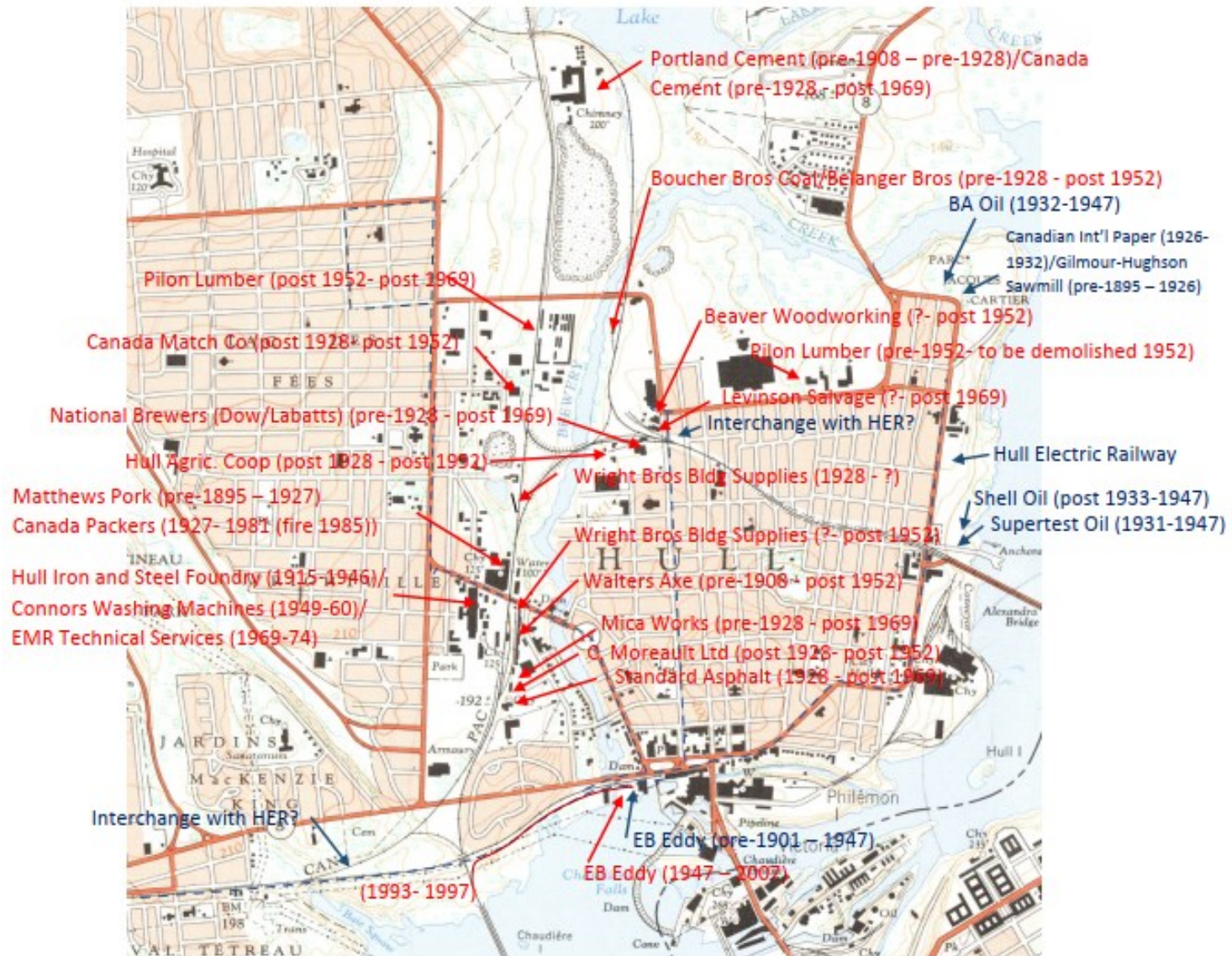


D. Kemp Edwards Siding on Extreme Right, note City Centre on left.

Entry to Ottawa West Yard – Bayswater/Breezehill/Wellington



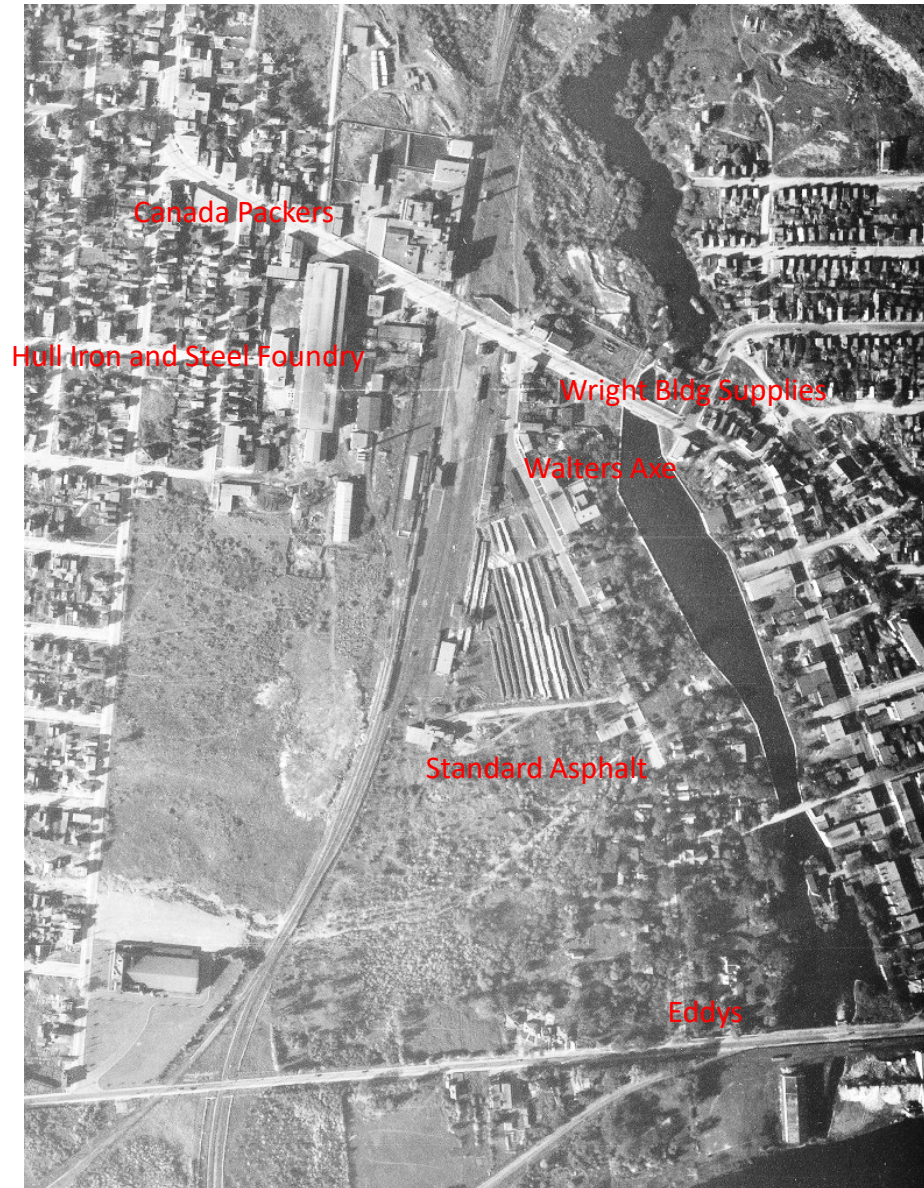
Freedman Holdings
purchase 6-acre lumber yard
of WC Edwards for City
Centre Development. OJ Jan
3, 1962, p18.



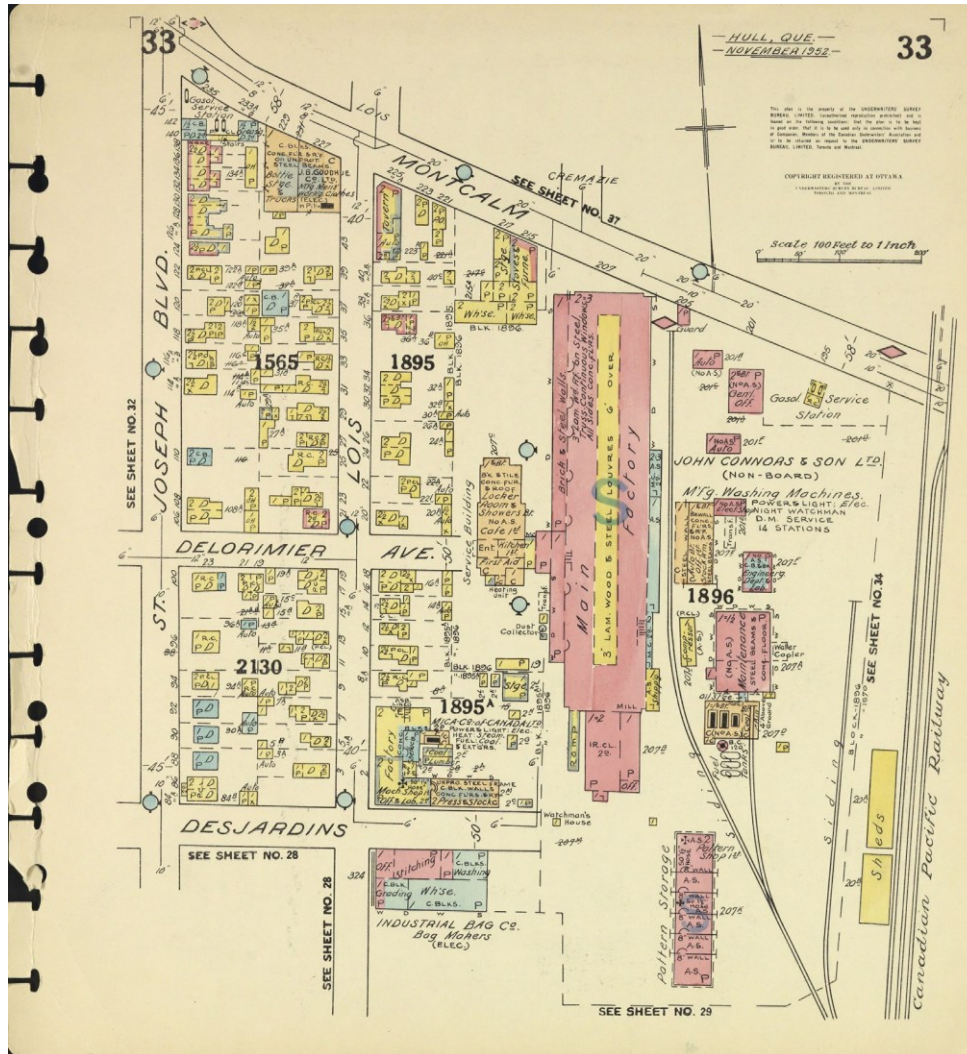
Where is Palmer Leviton? – on 1969 Client list

Note: dates are provisional – many still being researched

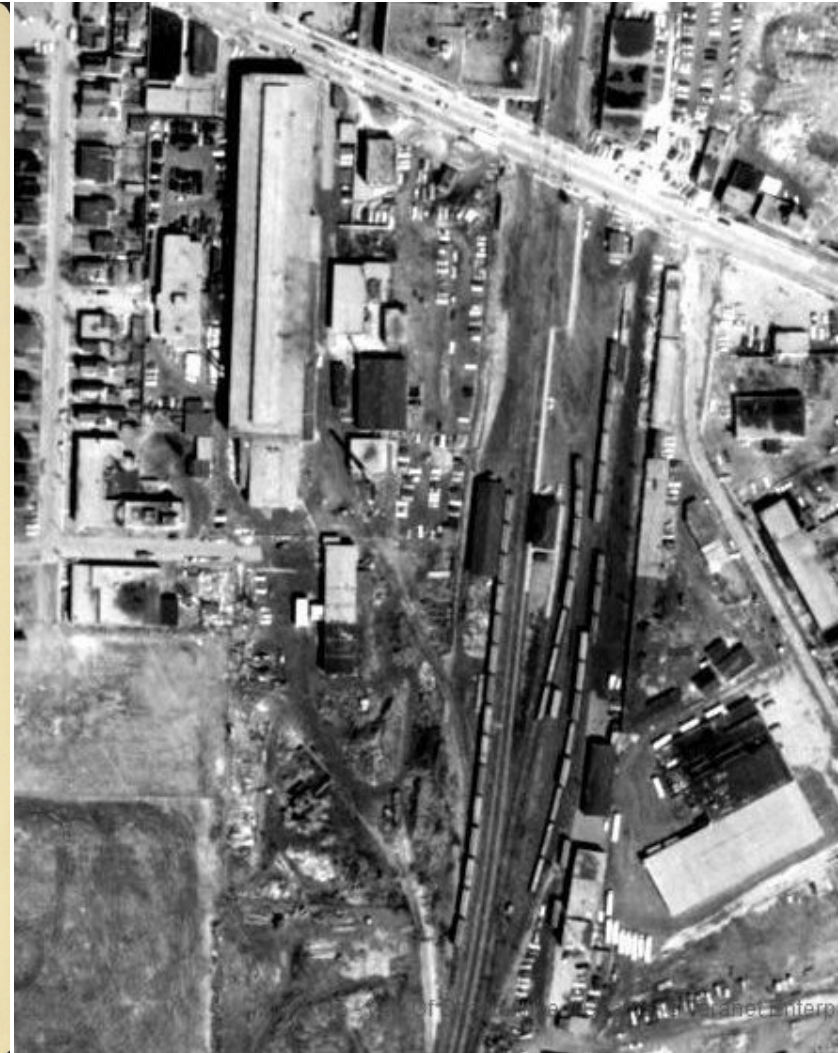
Hull West NAPL Aerial A7193_30 1944



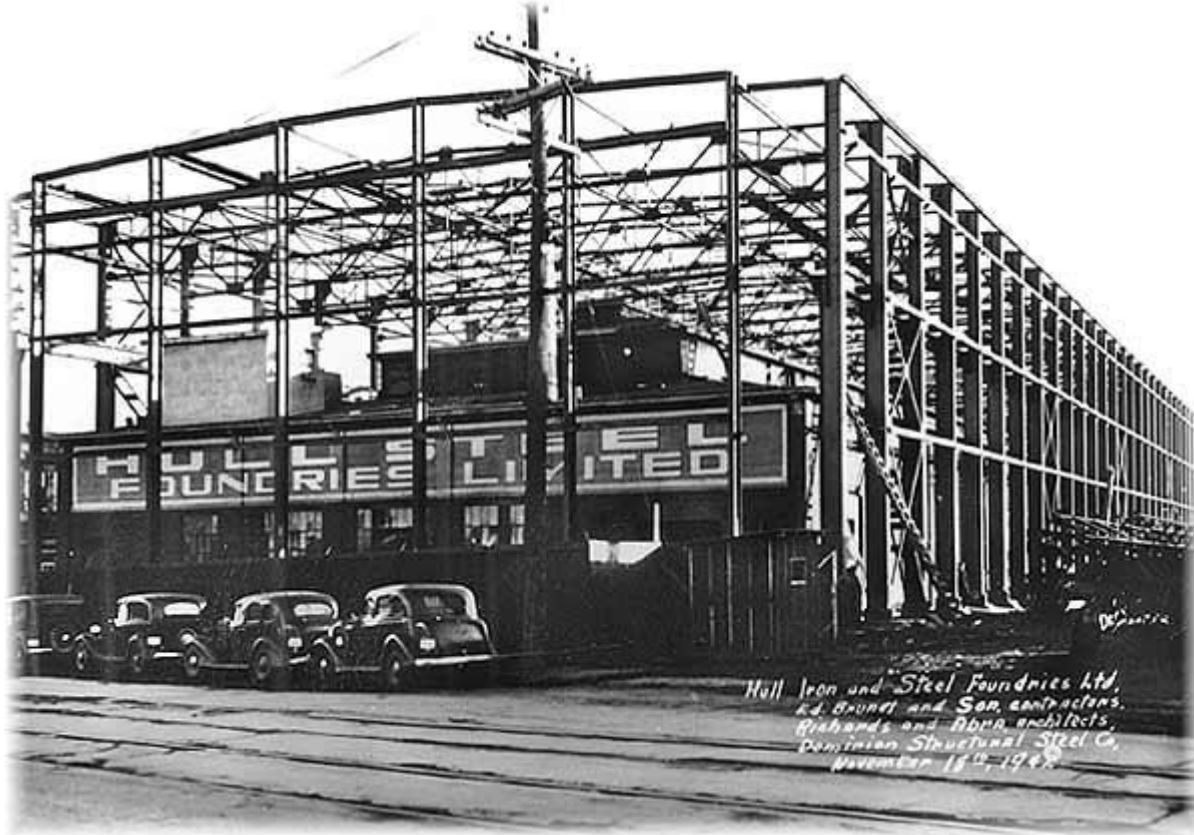
Hull Iron and Steel Foundry estab. 1913, new building 1942, by
1949 John Connors Washing Machines. They lasted until 1960.



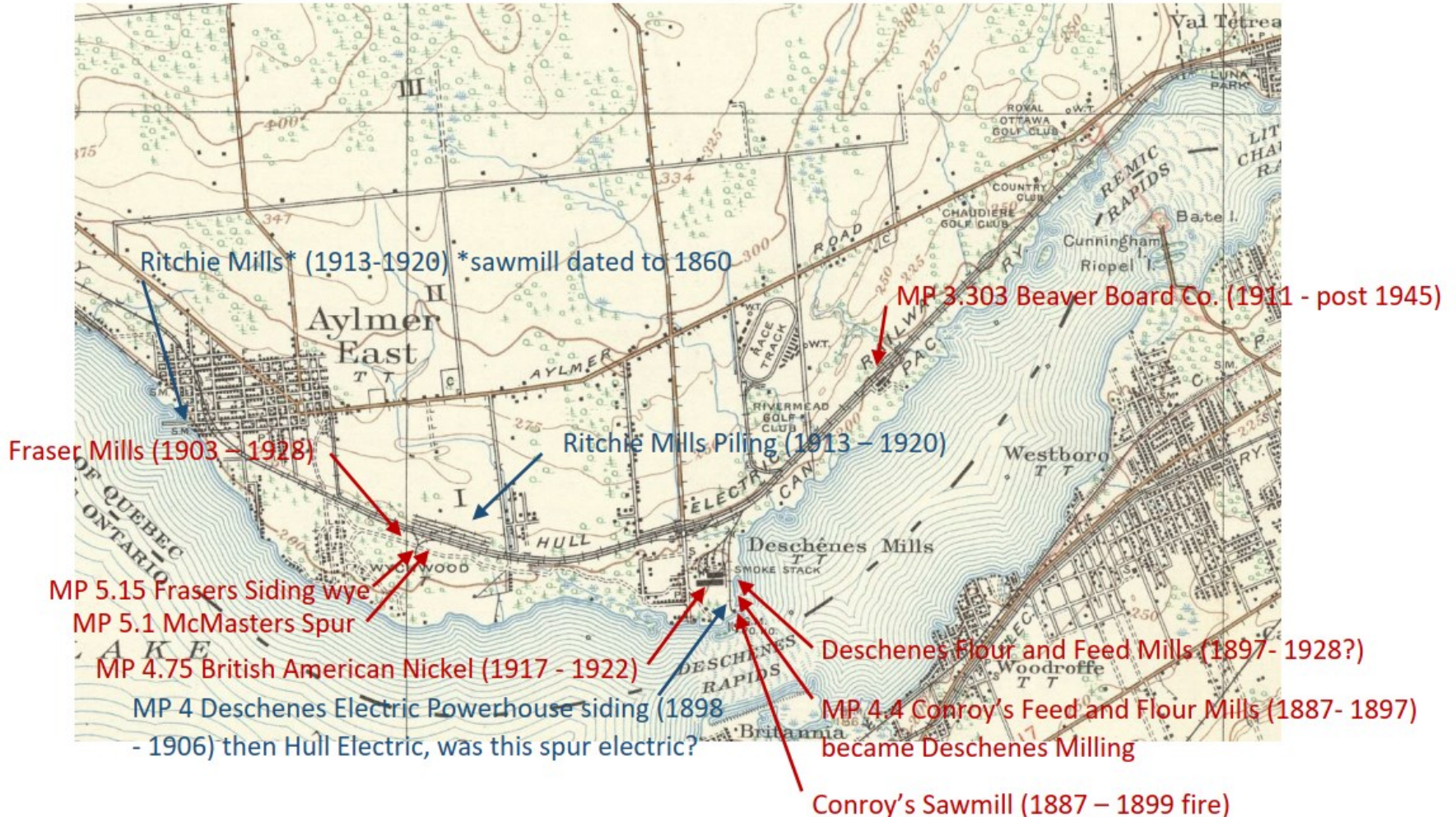
1952 Ins Plan



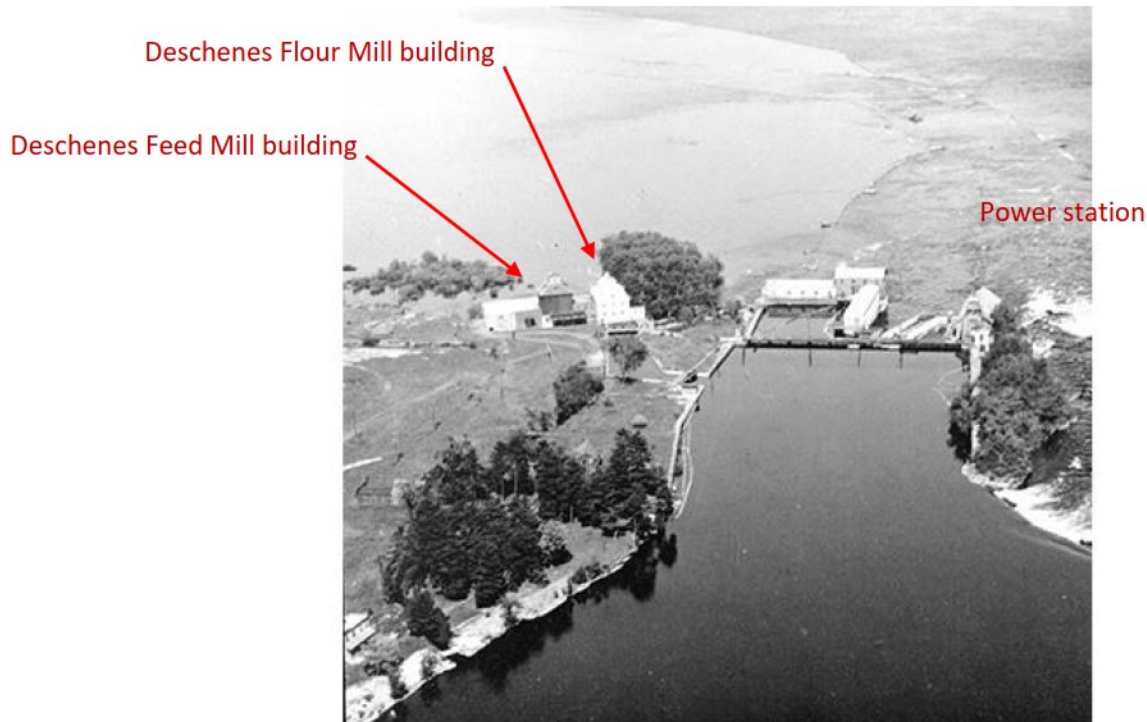
1965 GeoOttawa



Topo Map 31G05 1927 –Aylmer Area Rail-served Industries



Note: dates are provisional – many still being researched



Notes on power station spur – Ottawa Journal 20 June 1896

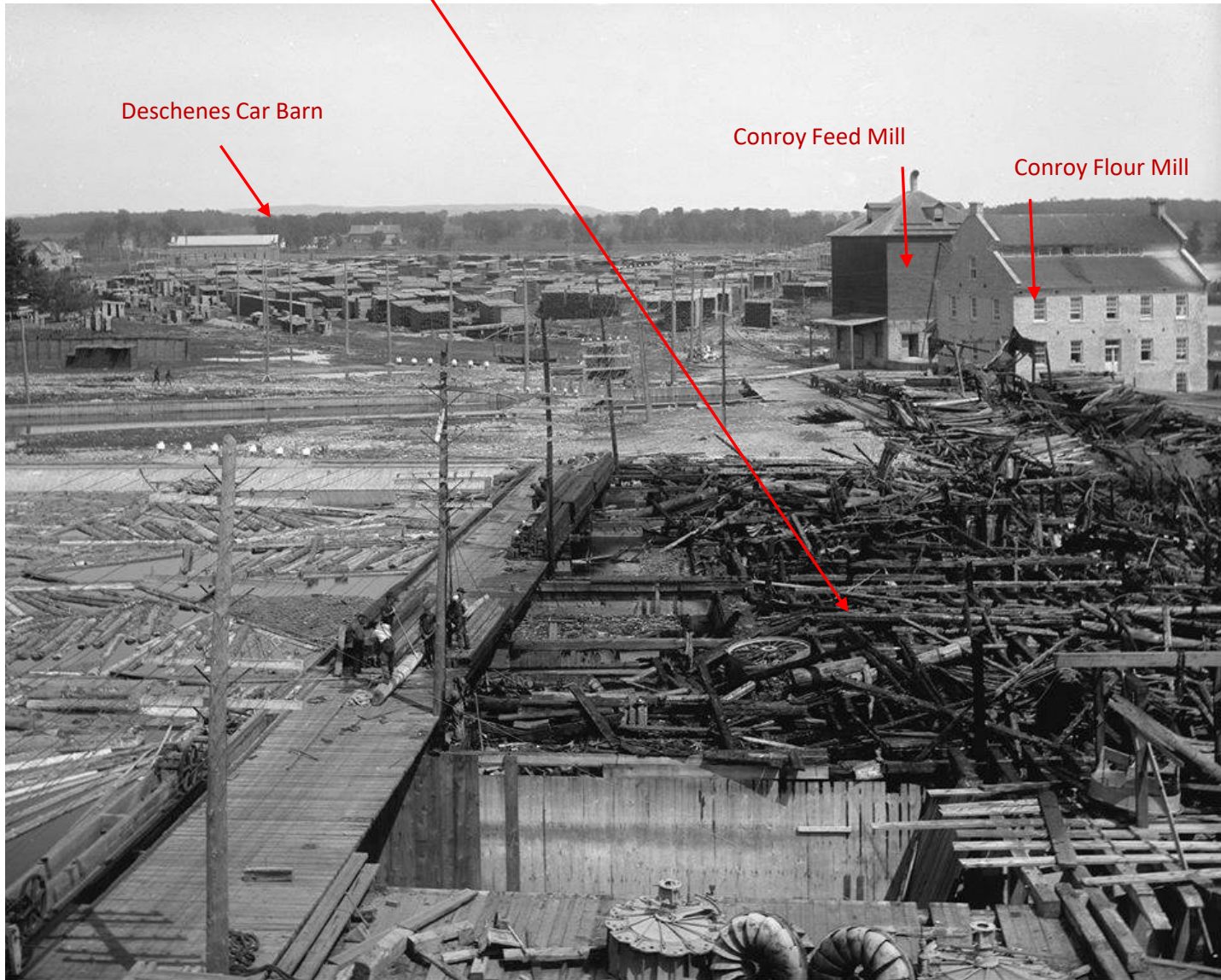
Leaving the Union depot on the CPR train at 5.05 the party reached Deschene Mills twenty minutes later and there left the train, for it was at this point that the trial run was to begin. Two of the new handsome electric cars which will be used on the line were in waiting to convey the party to the powerhouse situated on the brink of the tossing rapids of Deschene.

Conroy Mill after fire, 1899 (news clippings)

Deschenes Car Barn

Conroy Feed Mill

Conroy Flour Mill



e011316656

BA Nickel (1917-1922)

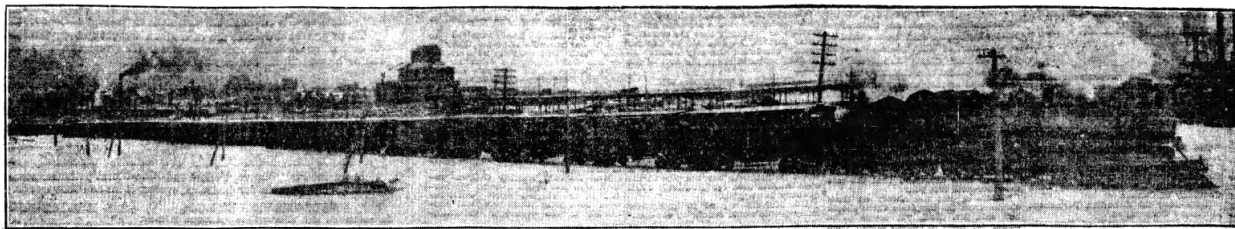


HER Barn

CPR mainline

Deschenes NAPL Aerial A9616_35 1945





The Largest Trans-continental Shipment of Building Material on Record

Four Big Train-loads of Beaver Board on Their Way to the Far West

ONE hundred and six cars containing more than 9,000,000 feet of Beaver Board are en route to the West. Two train-loads from the Ottawa Plant and two from the factory at Buffalo. There is enough Beaver Board in this shipment to build all the walls and ceilings in a good sized town. Enough to make a path nearly 2,000 miles long.

And yet this shipment represents a small part of the output of this great Canadian industry, with its branches at Buffalo, N.Y., Roanoke Rapids, N.C., Beaver Falls, N.Y.

Beaver Board is rapidly displacing lath, plaster and wallpaper in homes, stores, hotels, clubs and practically every other type of building new or remodeled. Every month millions of feet are shipped North, South, East and West.

The tremendous unusual increase in demand for Beaver Board can be explained only by its superiority to lath and plaster. It deserves the careful investigation of every citizen who intends to build or remodel any kind of building.

BEAVER BOARD

FOR PURE WOOD FIBRE PANELED WALLS and CEILINGS

Chronology of Beaver Company at Beaverdale, Deschenes

- 1911 – can't secure land at Bayswater for new plant
- 1912 – Board Order
- 1913 – new industries in Ottawa, Bishopric Wallboard and 500'x75' Beaver Board plant at 250 Wall St. Beaverdale, "Ottawa"
- 1913 – ad indicating two train loads shipped from "Ottawa" plant
- 1920 – Beaver Company consolidates Beaverboard manufacturing at Thorold, opens Beaver Roofing asphalt plant at Beaverdale, Deschenes.
- 1922 – fire at asphalt plant
- 1927 – plant for sale, rumour of sale to Robertson, Quinlan and Geneac Paving, Montreal.
- End of newspaper record.



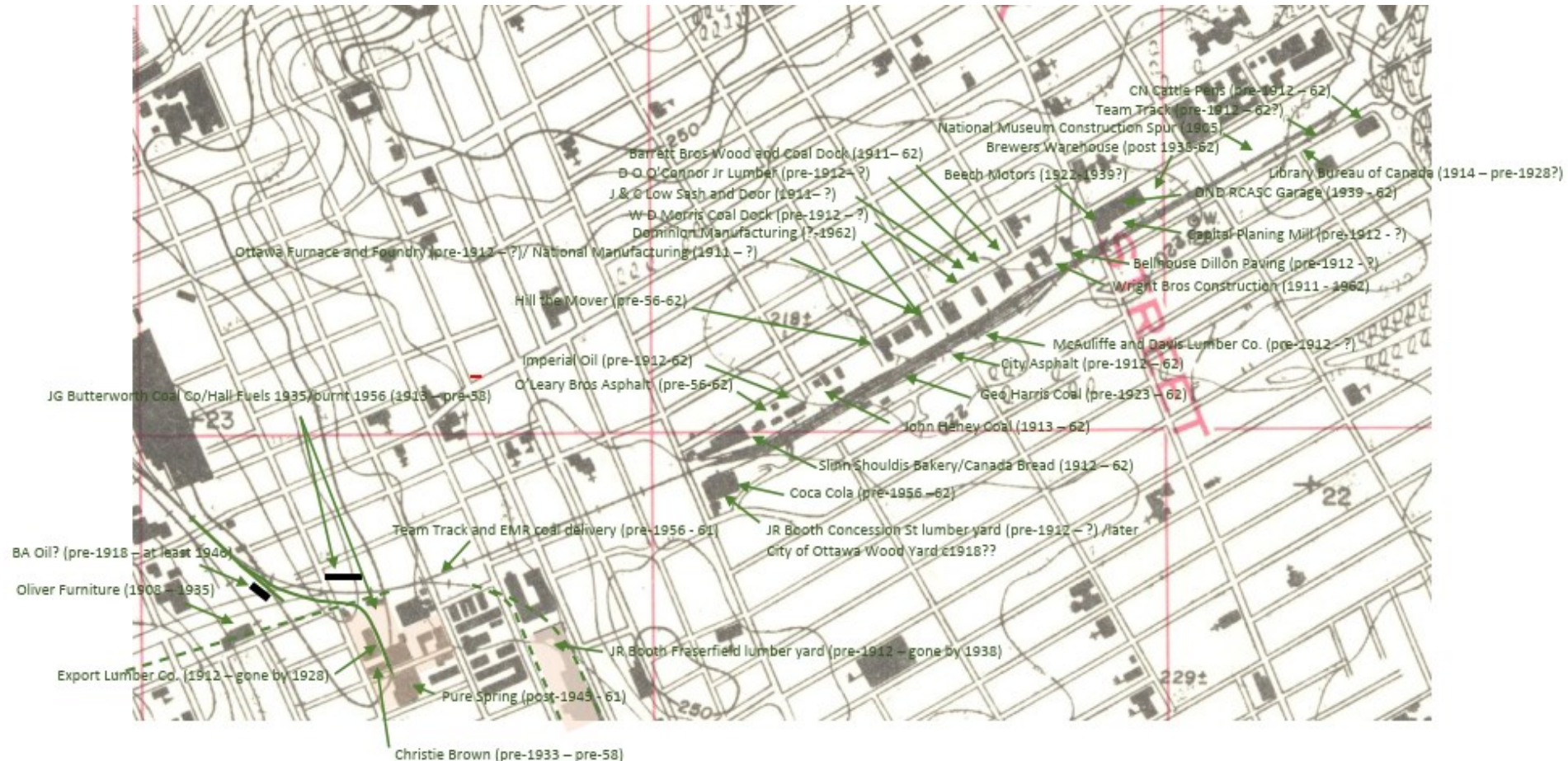
Aerial photo Roll 1931 A3331 fr 47

Plant may already be abandoned by this date. Not a lot of signs of activity.

Lots of photos of ruins including underground storage tanks at

<http://www.capitalgems.ca/beaver-asphalt-roofing-plant-ruins.html>

CN Yards along Isabella – Topo G05g 1961



Note: dates are provisional – many still being researched

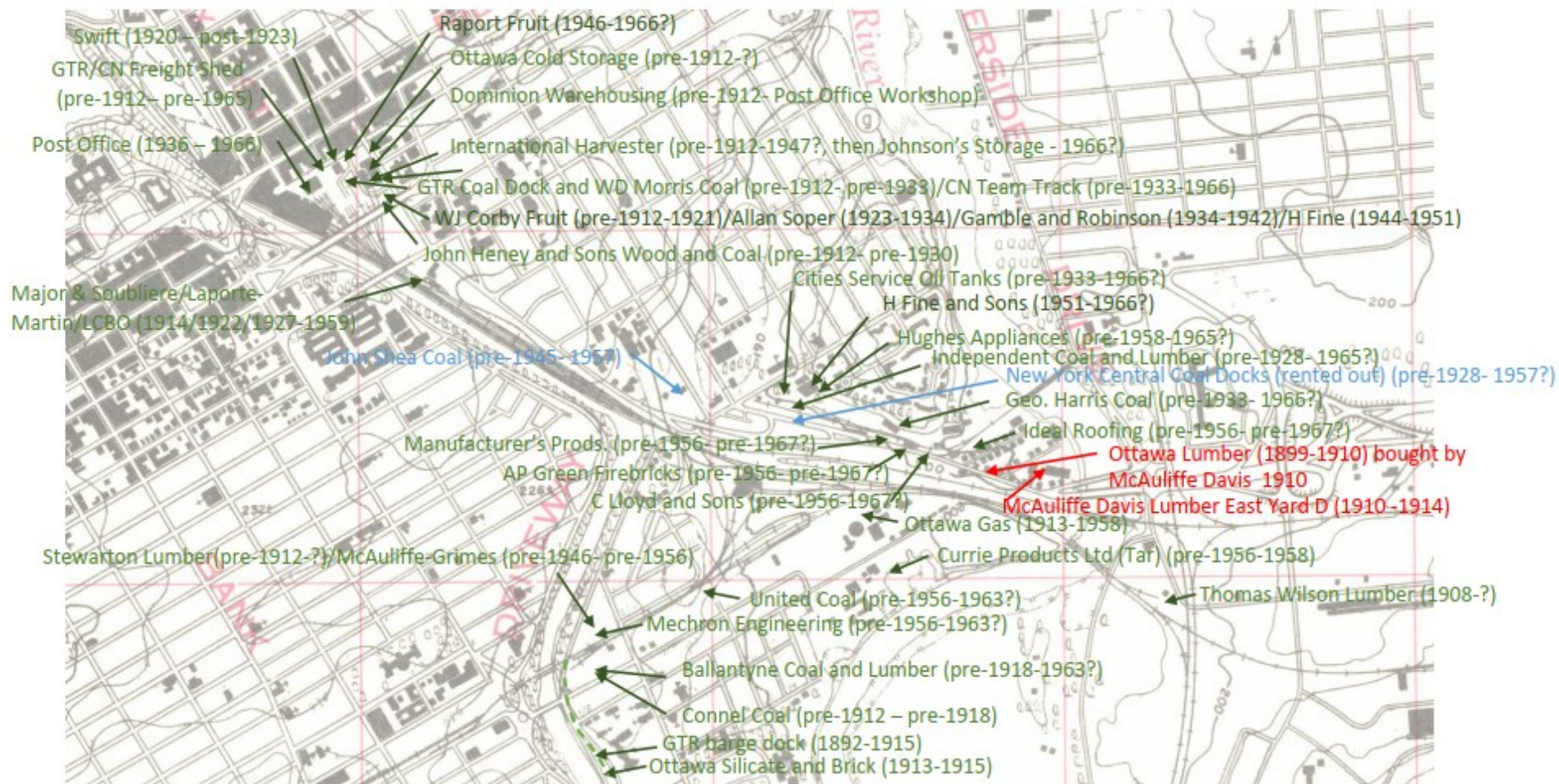


1960
Myers at Elgin & Catherine St.
(Ottawa's new Police station
now on that site)

CN Yards along Isabella – NAPL Aerial A4570_59 1933



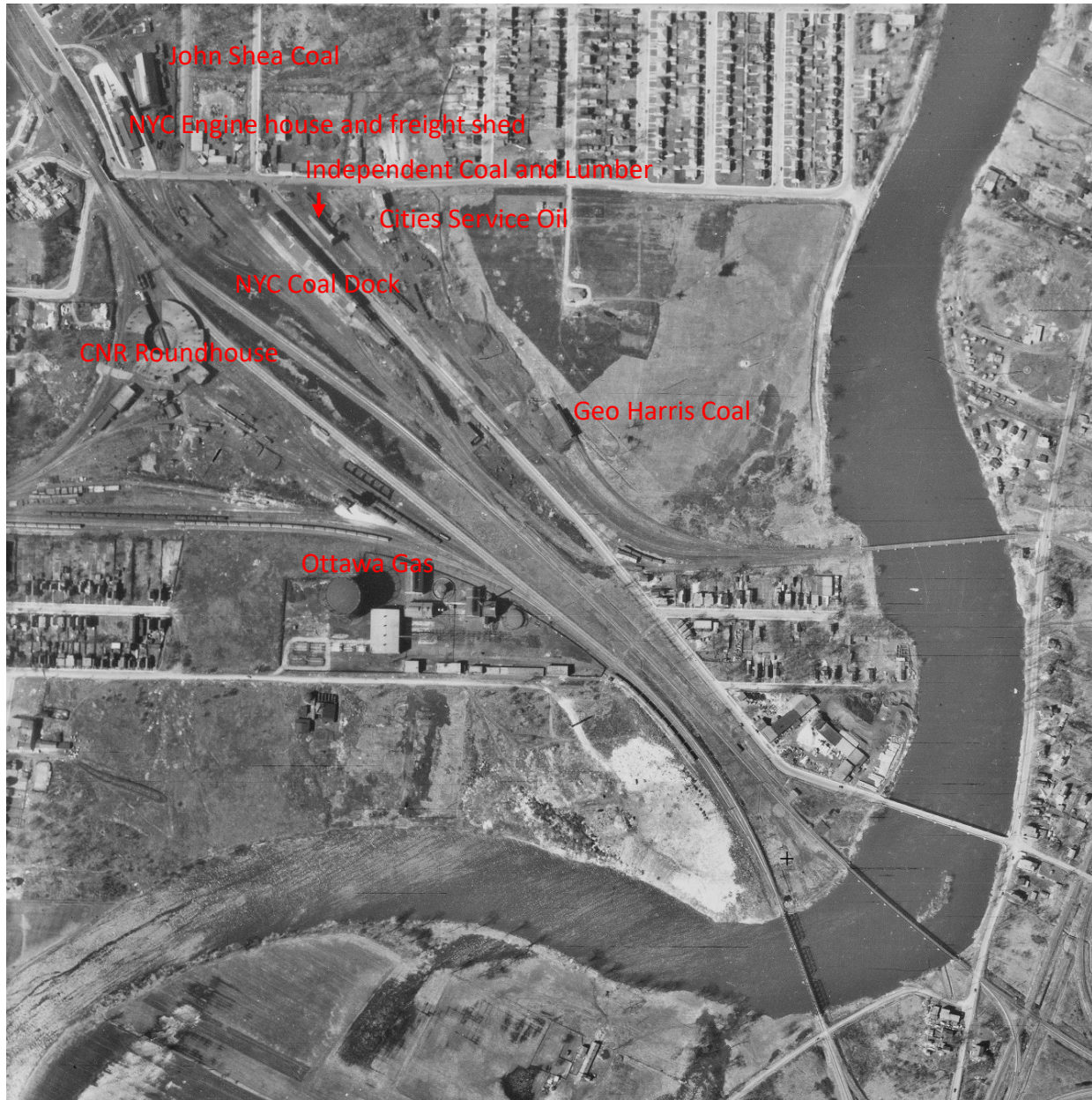
Rail-Served Industries – Ottawa Topo Map Sheet G05b 1961 – Union Station – Hurdman Area



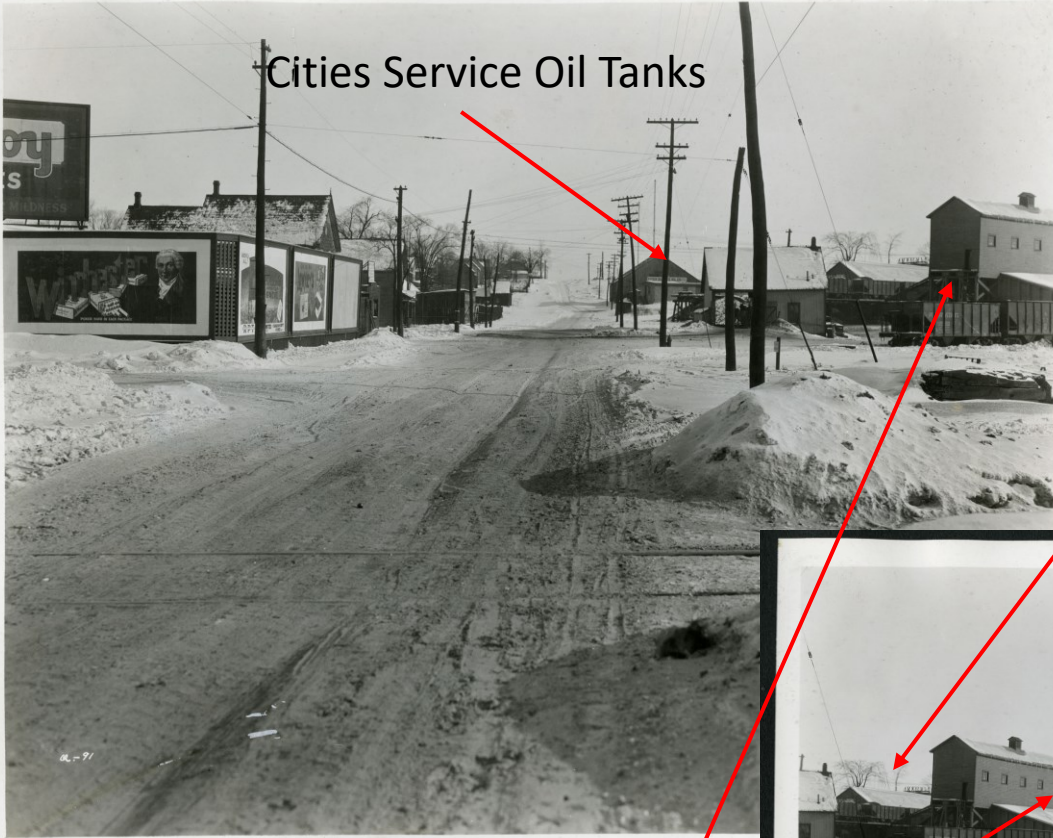
- Swift Canada mentioned in Board Orders as having a siding extension along east side of Mosgrove (1920)
- National Petroleum in Board Order locations Alex Sub 0.14 M west of Thomas Wilson

Note: dates are provisional – many still being researched

Hurdman and CN Roundhouse Ottawa East NAPL A7542_13 1945



Cities Service Oil Tanks



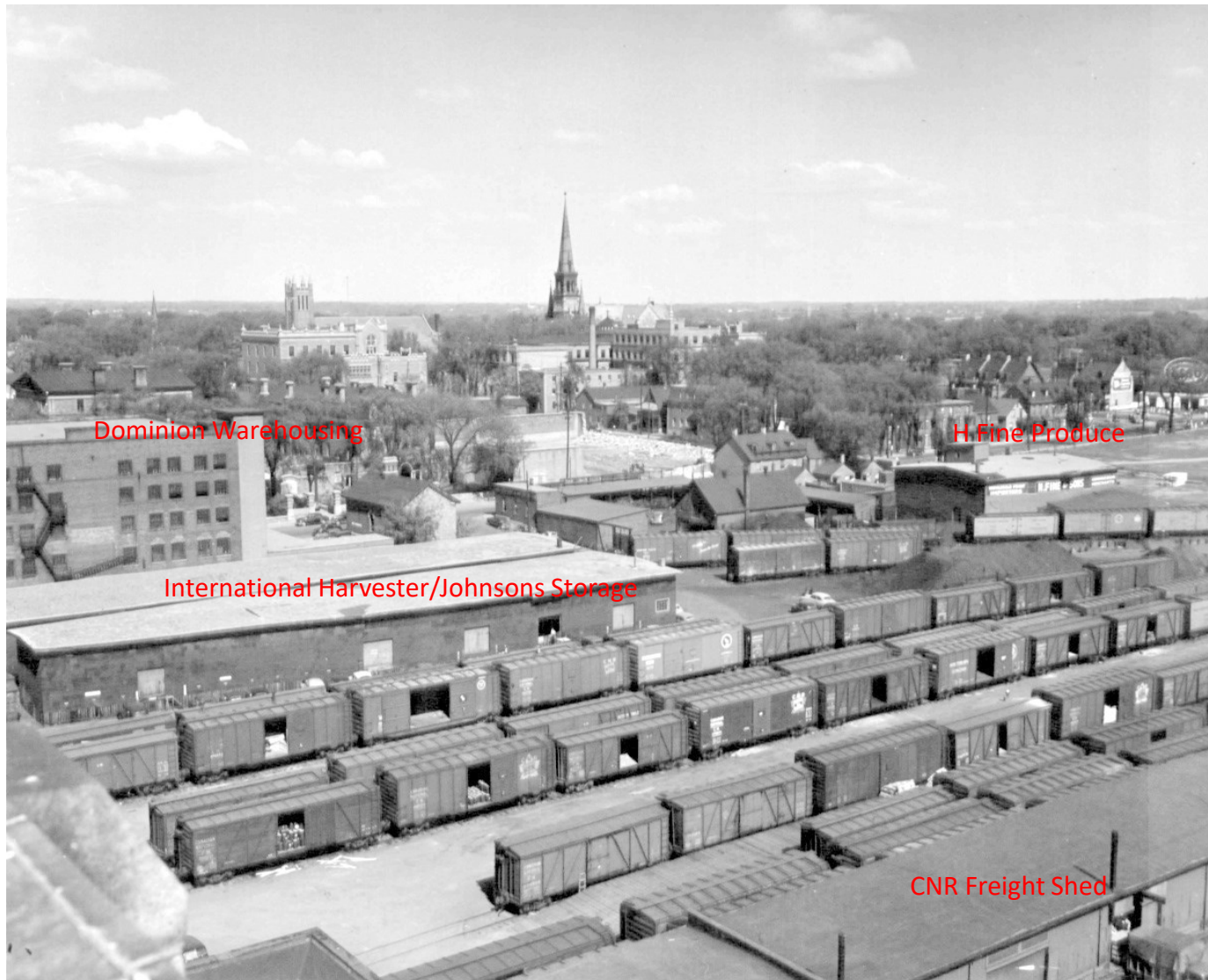
LAC photos of Mann Ave area
e999909090-u and
e999909090-u, 1929-30.

Independent Coal and
Lumber behind.

New York Central coal dock in
foreground.



Ottawa Union Station area – CN Freight Shed and Various Warehouses (1944-51)



CNR Serves All Canada Wafer first appeared in 1943

Rail36 NFBC

Produce Companies near Union Station

WJ Corby 65 Wilbrod (1913-1921) (company ended)

Allan Soper 65 Wilbrod (1922-1934) - Merged with Gamble and Robinson from North Bay – HQ 65 Wilbrod

Note: in 1929 photo Gamble and Robinson have a small warehouse just north of Soper.

Gamble and Robinson – 65 Wilbrod (1934 -1942) > 10 Redpath (1942-1964) > 899 Belfast (1965-1969) (defunct).

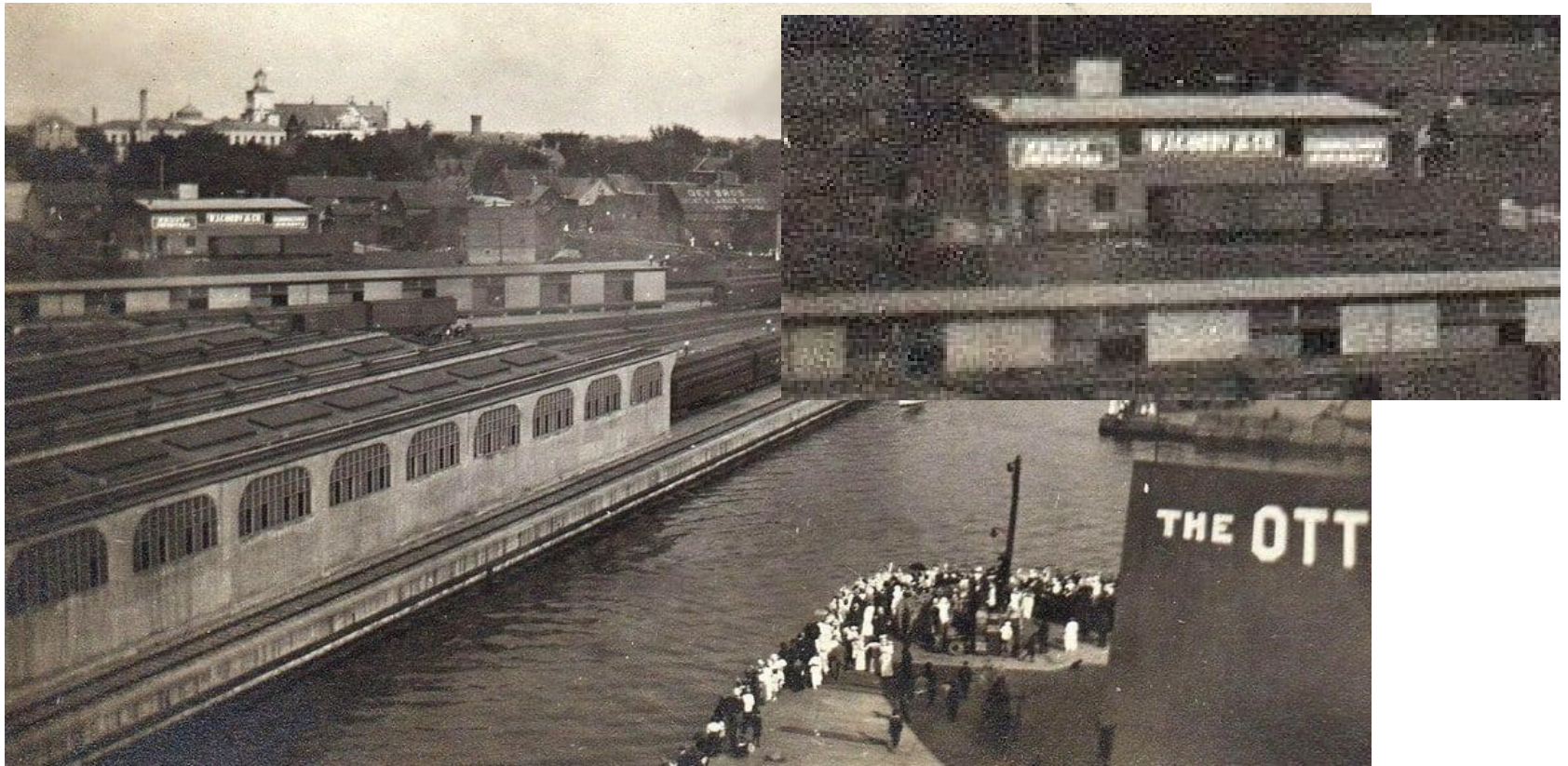
Provincial Fruit – 899 Belfast (1969 - 1981) > 125 Colonnade Rd (1982-1987). Merit Provincial bought by Metro (1987-1990); 125 Colonnade used by EB Eddy Transshipment after 1990 until ?. Boyd Moving and Storage at 899 Belfast in 1990.

H Fine – (1944-1951) 65 Wilbrod > 62 Mann (1951-1966) > 1000 Belfast (1966-1991) (company ended)

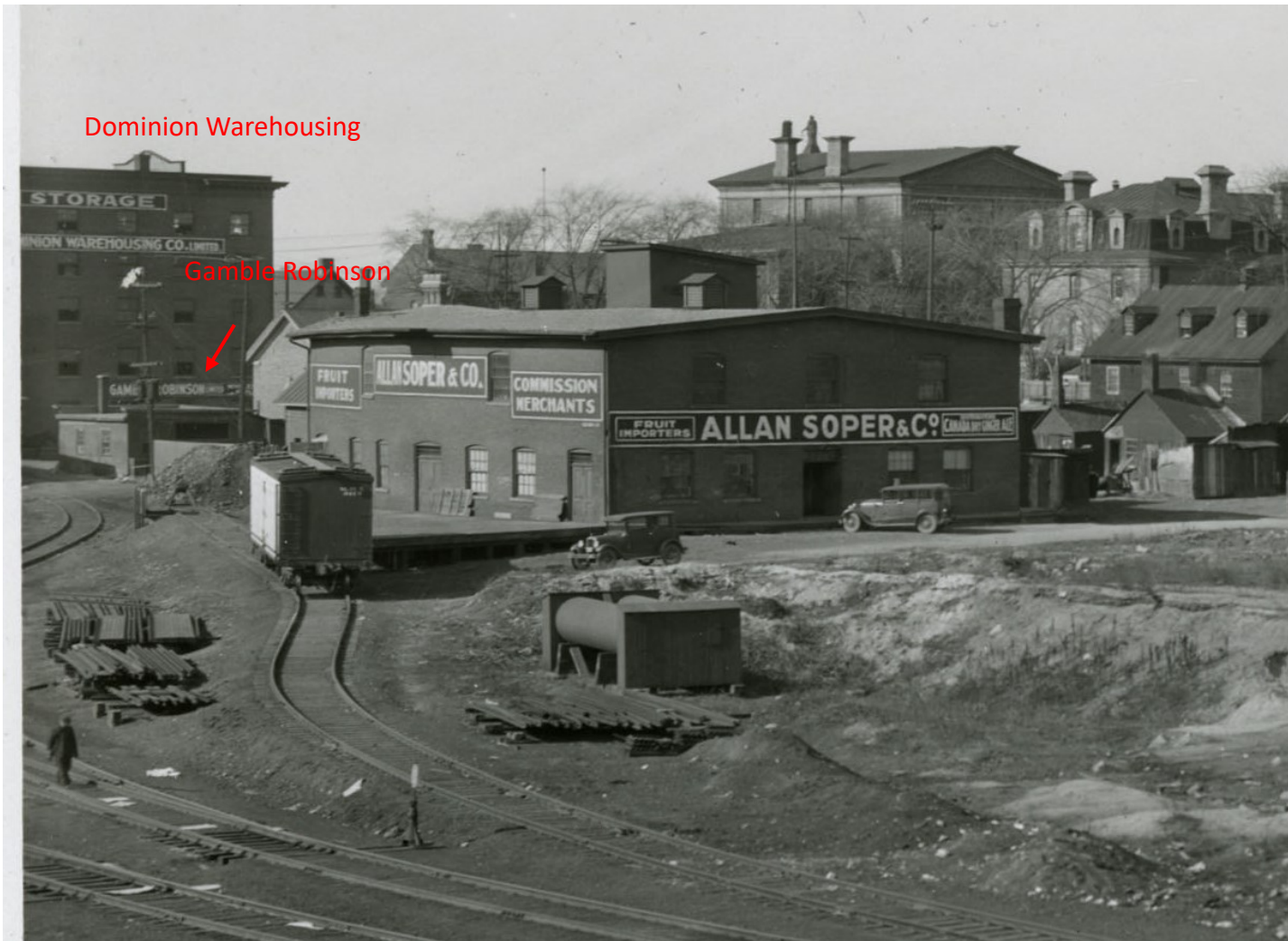
Raport Fruit Nicholas St (1928-1946) > 60 Besserer (1946-1966) > 925 Belfast (1966- 1968) (company ended)

Mel-O-Ripe 925 Belfast (1969-1974) (company ended)

MP Food Distributors 925 Belfast (1974-1978) (bankrupt)



WJ Corby Fruit 65 Wilbrod (1913 – 1921) Troop Train leaving Union Station in 1916, posted on Facebook



Allan Soper 65 Wilbrod (1922 – 1934) - e999908786-u LAC. Canal Drive south from Laurier Bridge. Note Dominion Warehousing in background and a small Gamble Robinson warehouse next to it.

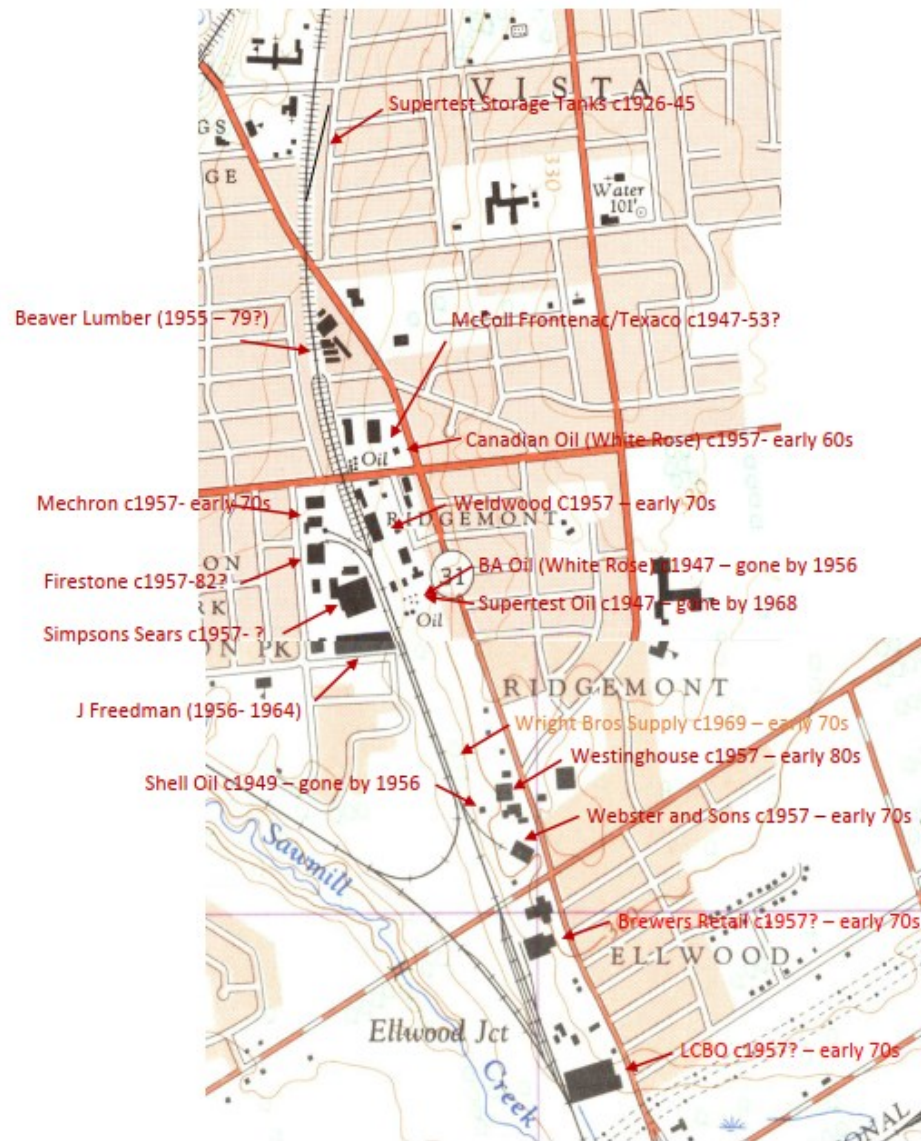


Allan Soper and Gamble and Robinson merged in 1934 at 65 Wilbrod
(1934 – 1942) e010934953-v8



H Fine at 65 Wilbrod (1942 -1951) RAIL_37_NEXT_TO_CANAL_NFBC

Ottawa Topo Map sheets G05g and G05b 1962 and 1963



Note: dates are provisional – many still being researched

Lower Sussex St. Sub (Ellwood) GeoOttawa 1965

Mechron

Firestone

Beaver Lumber

Weldwood

Sears

Supertest

J Freedman

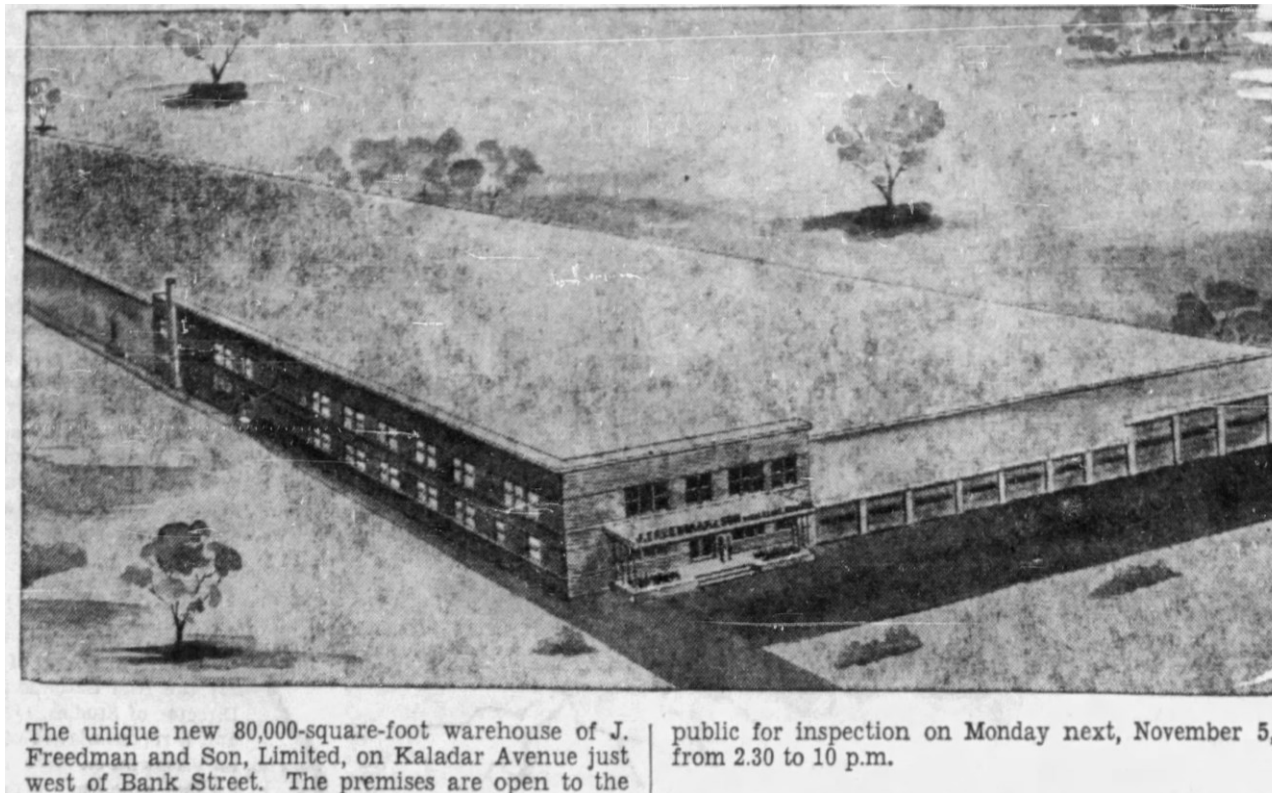
Westinghouse

Webster Bldg Materials

Brewers

LCBO





J Freedman remained at 2487 Kaladar only until 1964 when they consolidated their operation in new facility at 1184 Innes Rd.

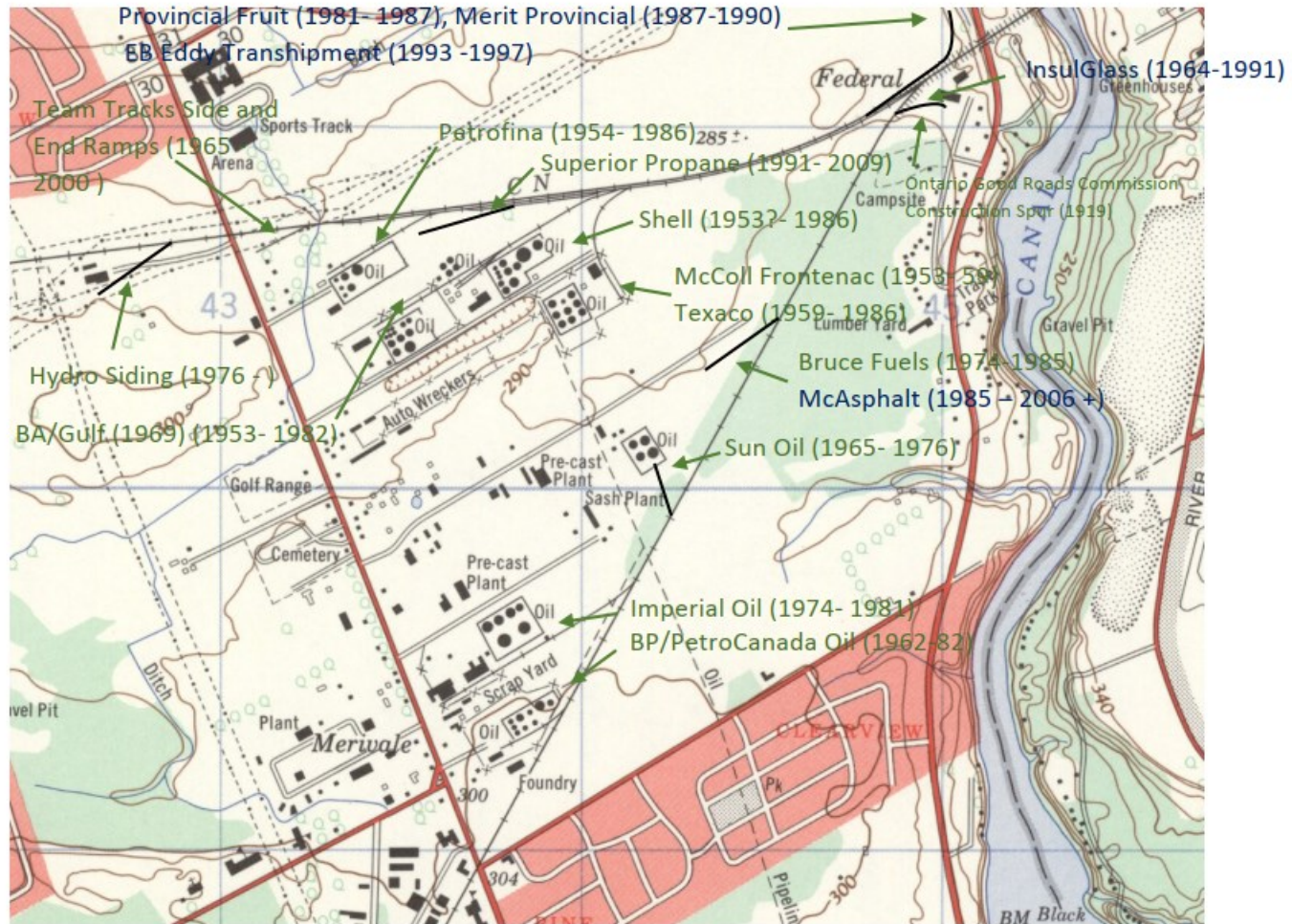
Geo Ottawa aerial 1965 shows tracks in place, lifted by 1976 aerial

Canadian Govt leasing the space as per OC 27 Apr 1964, p8. Canadian Government Exhibition Commission.

Building still exists with multiple tenants.

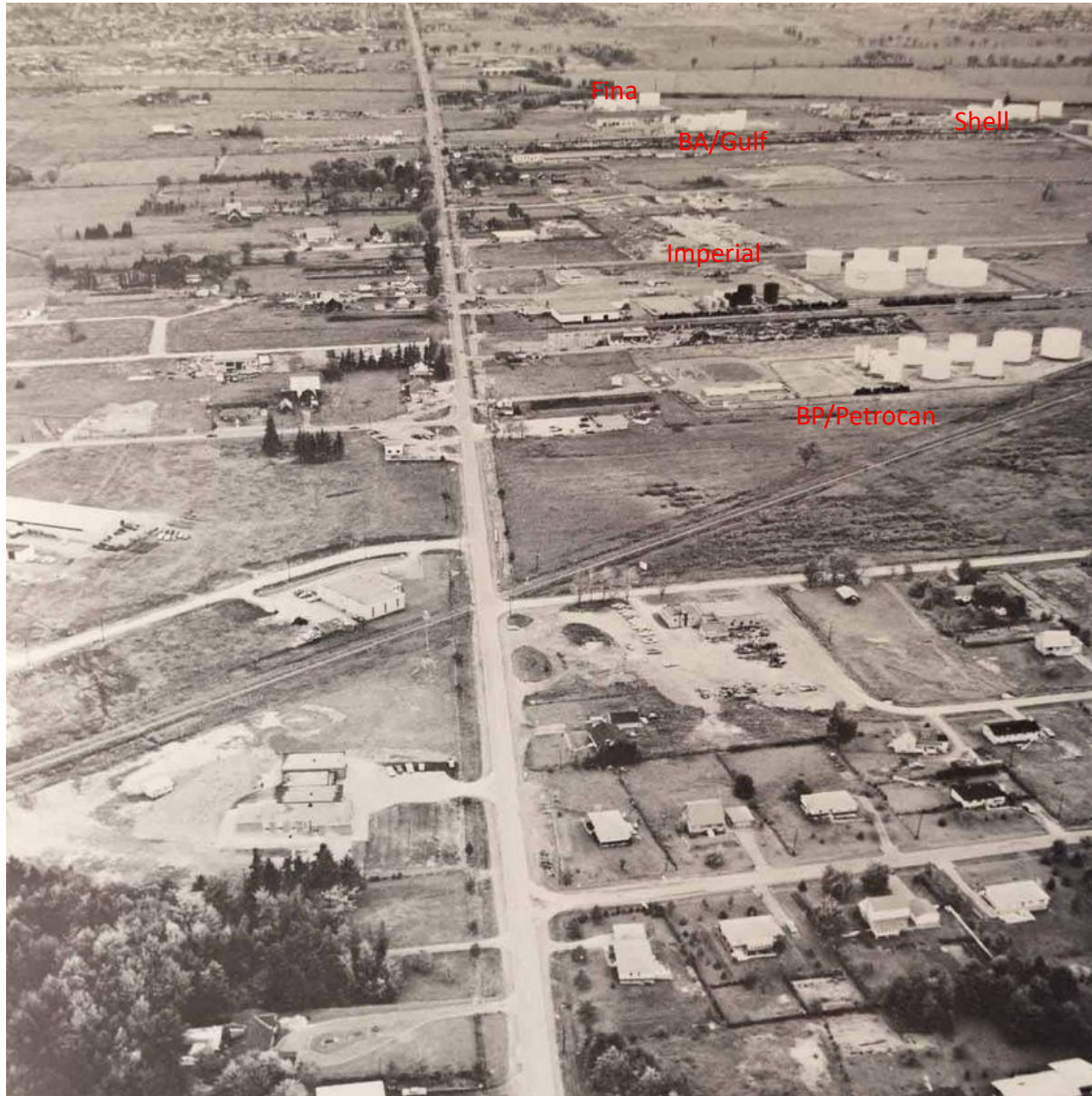
Operating as the J Freedman Division of Zelikovitz, in 1956 they open a new rail-served facility at 2487 Kaladar; OC 3 Nov 1956, p5.

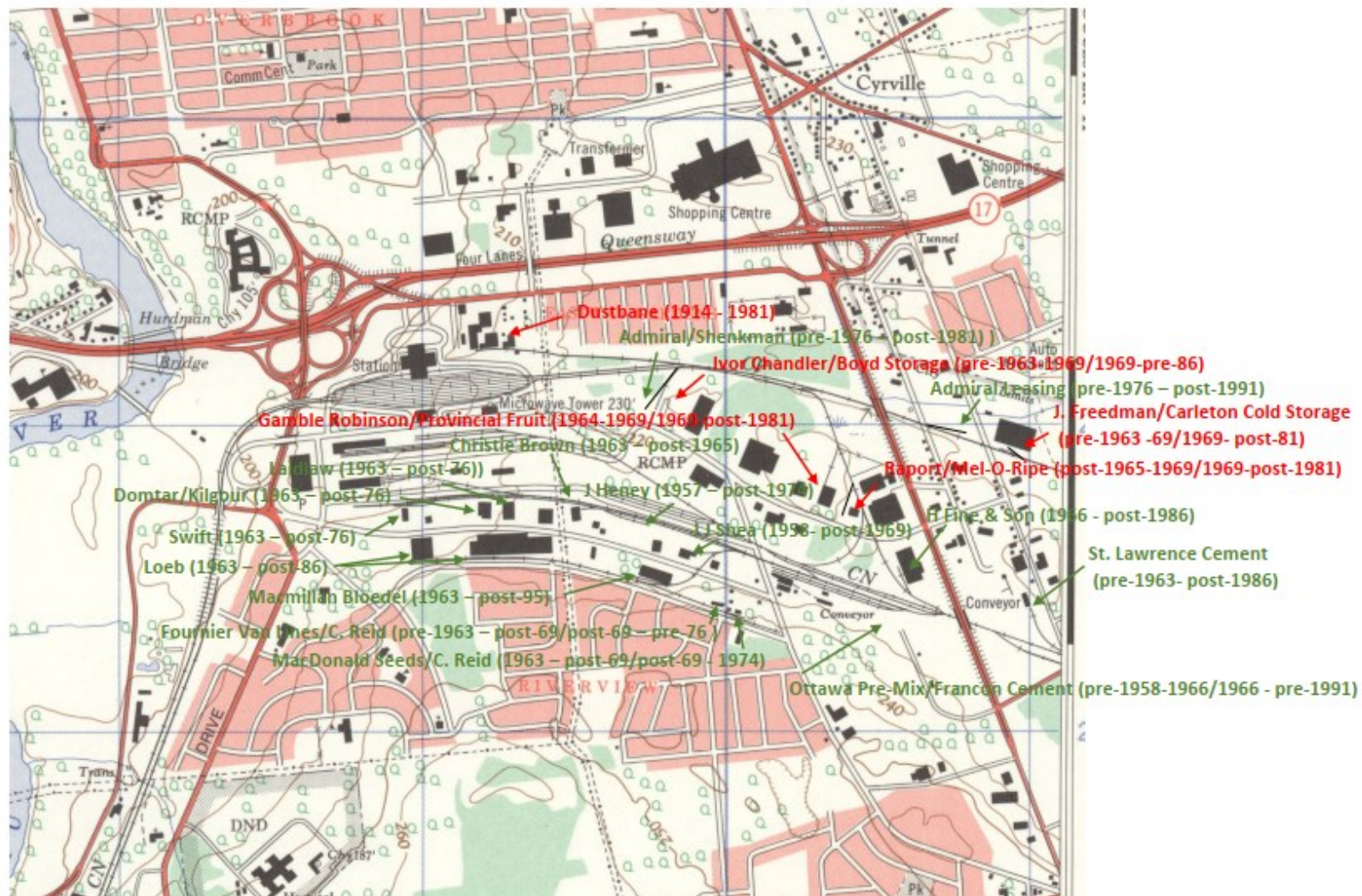
Rail-Served Industries – Ottawa Topo Map Sheet G05b 1971 – Federal Area CN



Note: dates are provisional – many still being researched

Oblique Aerial (number unknown) North Along Merivale 1960s?

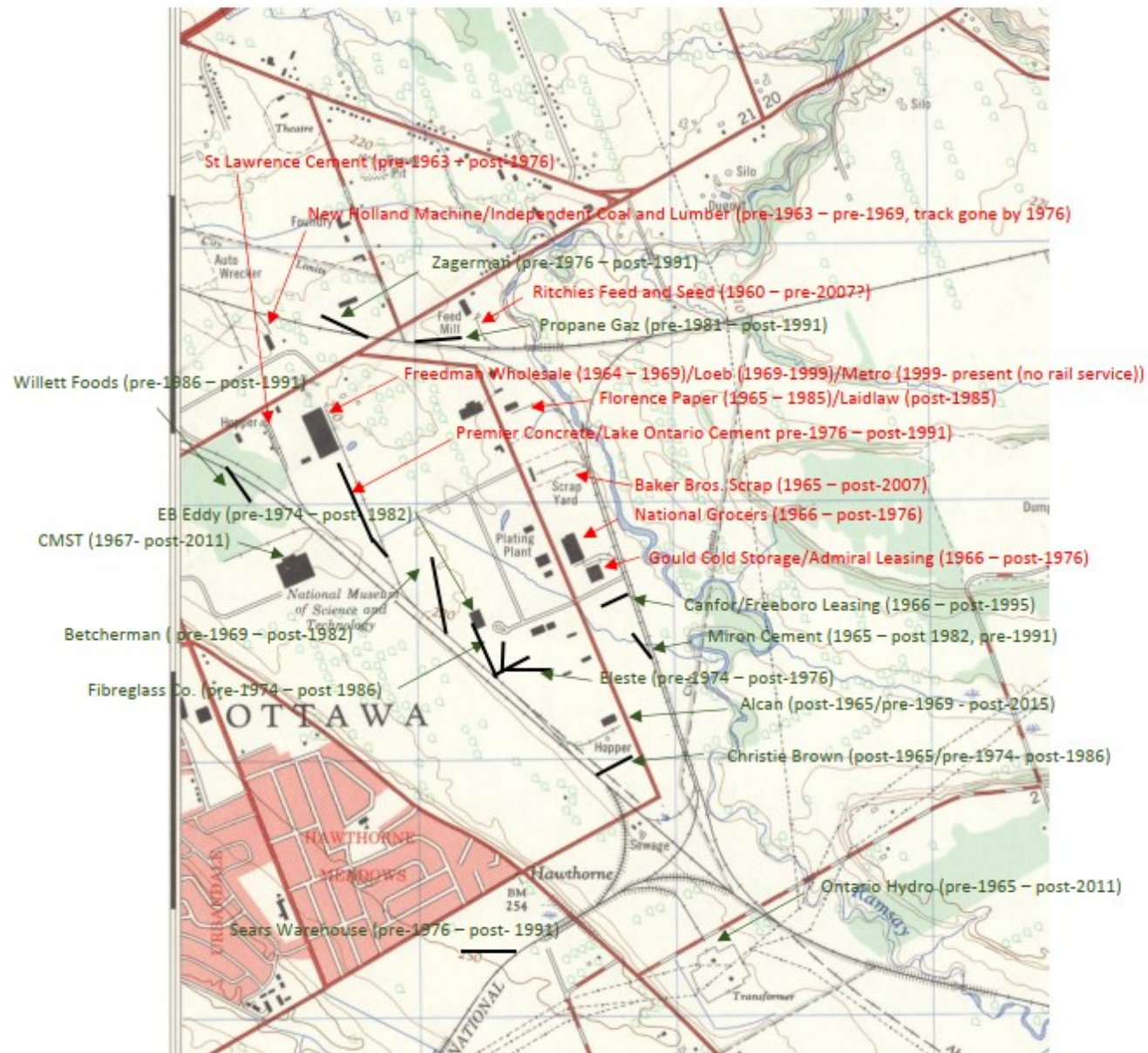




Note: dates are provisional – many still being researched

New Ottawa Station – Industrial Ave and Freight Shed Leads GeoOttawa 1965





Note: dates are provisional – many still being researched

Sheffield Industrial Park GeoOttawa 1971





The new modern Freedman Warehouse Limited was completed in approximately four months. General Contractor was J. C. Knight Construction Company Limited of Ottawa.

J Freedman Wholesale operated at 1184 Innes from 1964 to 1969. Bought by Loeb as per ad in OC Feb 3, 1969, p8.

Operated as Loeb until two Ottawa Loeb warehouses bought by Metro-Richelieu in 1999. OC May 4, 1999, p3. Still Metro.

Shared siding with Lake Ontario Cement; siding there for cement plant on 1991 GeoOttawa aerial photo, appears to be gone by 1999; listed in Oct 1, 1986, CN Car Control Manual - Ottawa Territory. Rail service ended between 1986 and 1994.

J Freedman Wholesale new operating name – opened 160,000 sq ft facility at 1184 Innes Rd OC 28 May 1964, p9

Useful Resources

- Regulatory Orders Relating to Ottawa-area Railways, organized by subdivision indicate locations of bridges and former stations, and industrial spurs – most bridges are still there
 - <https://churcher.crcml.org/Orders/Orders.html>
- Insurance Plans – available for Ottawa online at Internet Archive, LAC from 1895 to 1912, others available at Carleton University Library.
- City maps sometimes show industry siding details.
- 1930-1945 Aerial photos of Ottawa
https://ssimpkin.carto.com/viz/126c8e26-17a5-11e6-907b-0e5db1731f59/public_mapGoogle maps – satellite view

Useful Resources -2

- GeoOttawa aerial photos.

<https://maps.ottawa.ca/geoottawa/>

- Track Plans such as –

<https://churher.crcml.org/circle/CPR%20Track%20Diagrams/CPTrackDiagrams.html>

- CN Operating Diagrams/Car Control Plans

<https://churher.crcml.org/circle/CN%20Operating%20Diagrams%201981/CN%20Operating%20Diagrams.html>

- CP Yearbook 1967 Smiths Falls

<https://churher.crcml.org/circle/SmithsFallsYearBook1967.html>

Useful Resources -3

- Topographical maps – especially the later higher resolution ones show rail lines and sidings. For Ontario –
<https://ocul.on.ca/topomaps/collection/>
- Library and Archives Canada – city street scenes frequently show industries. FDIC took thousands of photos of Ottawa in 1929-1930 period. Many are online.
- Local Archives such as City of Ottawa, and local towns and counties frequently are helpful.
<http://www.ottawahh.com/?p=1818>
- Quebec Digital Archives for maps, Insurance Plans and photos.
<https://numerique.banq.qc.ca/>
- Newspapers.com – for learning history of company.

Useful Resources -4

- National Air Photo Library – have to order them but can see some low-res thumbnails for locating images.

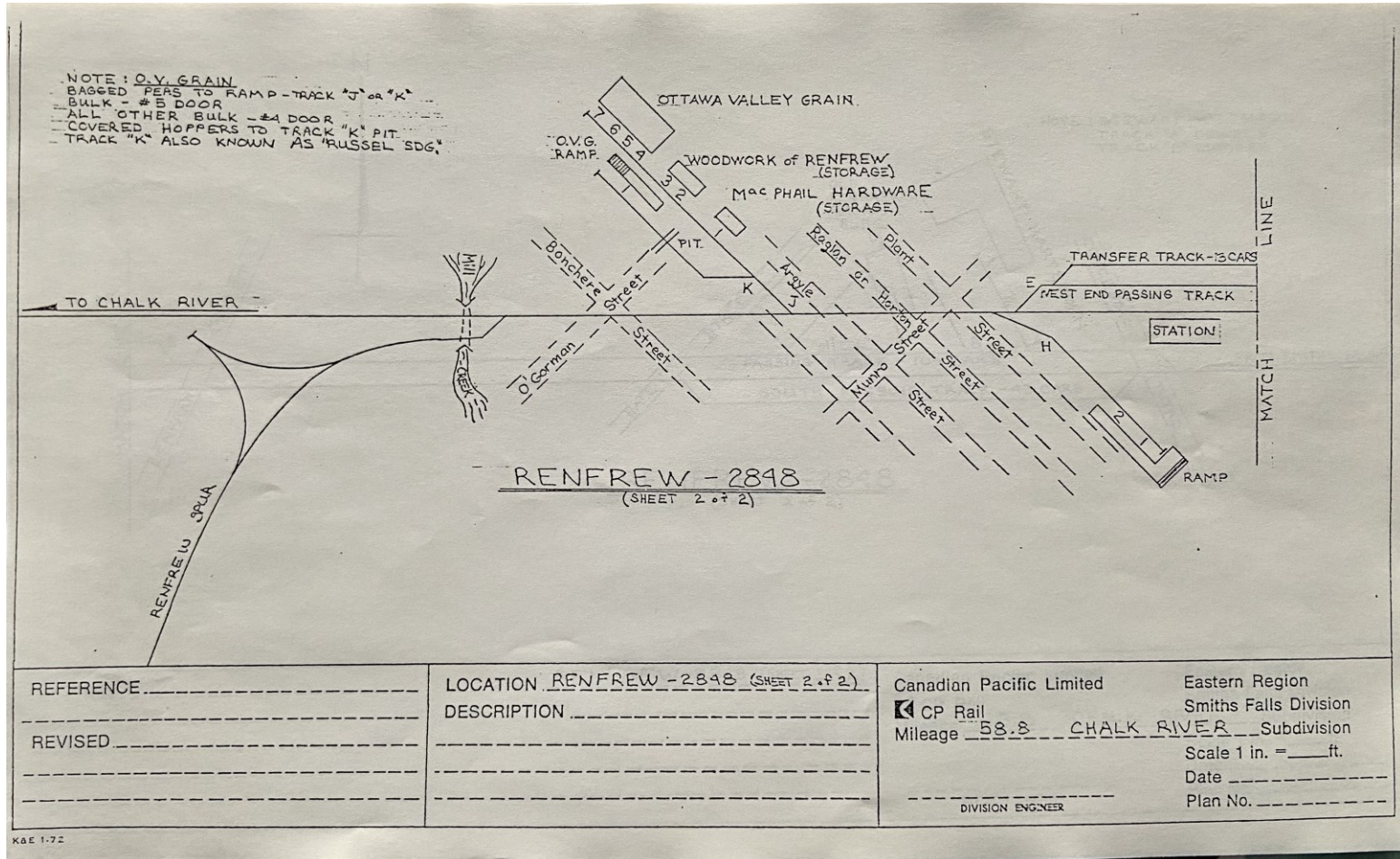
<https://www.nrcan.gc.ca/maps-tools-and-publications/satellite-imagery-and-air-photos/air-photos/national-air-photo-library/collection-national-air-photo-library/9693>

- City Directories – Ottawa Directories online LAC, Internet Archive, Ottawa Public Library; various sheets from 1895 to 1923. After that, visit a library or city archives in person.
- C. Robert Craig Memorial Library at City of Ottawa Archives has maps, timetables, books and thousands of photos. Employee Timetables frequently list industrial sidings.

Sample Page from CP 1967 Yearbook

- 58.8 **RENFREW** Elev.417'
-
- Siding south side main track - capacity - 56 cars (storage siding).
- Siding north side -main track - capacity - 72 cars.
- Two business sidings with total capacity -15 cars.
- Renfrew Spur to Calabogie – 13.75 miles - serving Opeongo, Ashdod and Calabogie with wye at Calabogie.
-
- **Industries**
-
- Amphenol (Canada) Ltd. - electrical parts - 18 employees.
- S. Hartshorn Ltd. - dry kiln - roller blinds - 125 employees served with private siding.
- H. Imbleau & Son - grey iron castings - 30 employees.
- Magline (Canada) Ltd. - magnesium fabricators - 20 employees.
- Ottawa Valley Grain Products - flour & feed - 55 employees - served with private siding.
- Polyfibre Limited plastics - 23 employees.
- Renfrew Textiles textiles - 60 employees.
- R.C.A. Victor Co. Ltd. - radio & T.V. - 415 employees.
- Renfrew Aircraft & Engineering Co. - jet engines – stainless steel sinks - 175 employees.- served with private siding.
- Blue Bell of Canada Ltd. - clothing - 150 employees.
- Centreside Dairy - dairy products - 35 employees.
- Renfrew Aluminum Co. - aluminum products - 10 employees.
- Stevens Controls - electrical components - 75 employees.
- United Dairy & Poultry Co-op. dairy products - 50 employees.
- Wilson's-Tire Service - tire sales & recapping - 30 employees.
- Renfrew Manufacturing Co. - furniture - 15 employees.
- Renfrew Tool Co. - metal work-20 employees.
-
- 59.8 DPG 270' long over Bonnechere River.
-

Sample Track Diagram Page CP Chalk River Sub



Sample Page from Board Orders

Sussex Street - by Mileage

Mileage	Location	Date	Number	Notes
0.35	Walkley Road	04/05/1937	54267	Cattle guard exemption.
		15/09/1949	73087	Removes statutory speed limit following accident on 22 Aug 1949.
		18/11/1959	99738	Removes statutory speed limit following accident on 27 Oct 1959.
		29/01/1960	100347	CPR required to install automatic protection at Walkley Road.
		02/12/1966	122835	(1) Approves changes to automatic protection at Walkley Road, m. 0.35, Ellwood Spur; (2) all railway movements over the said crossing shall be brought to a stop and shall not obstruct the crossing until the signals have been in operation for at least 20 seconds.
		15/04/1969	R-5232	Authorizes City of Ottawa to construct a pedestrian walkway on Walkley Road to cross CNR and CPR at m. 0.72 Ellwood sub. and m. 0.35 Ellwood Spur.
0.5	Shell Oil	16/11/1949	73446	Approves location of storage tank of Shell Oil Co. Ltd. near CPR tracks at Ellwood.
0.68	Supertest Petroleum	30/04/1947	68884	Approves location of: - unloading racks, pipelines, three pump houses, - six 15,000 gal horizontal storage tanks surrounded by a concrete dyke wall, - twelve 15,000 gal vertical storage tanks surrounded by earthwork dyke wall, - two 100,000 gal vertical storage tanks, each surrounded by earthwork dyke wall, - one 300,000 gal vertical storage tank surrounded by earthwork dyke, - two 150,000 gal vertical storage tanks each surrounded by earthwork dyke, - six loading racks for highway tank trucks, warehouse and other facilities of Supertest Petroleum Corp. Ltd., near CPR tracks at Ellwood.
0.81	British American Oil	22/10/1947	69650	Approves the location of unloading racks of British American Oil Co. Ltd. near CPR tracks at Ottawa.
		06/05/1950	74440	Approves location of two additional 12,000 gal vertical storage tanks of British American Oil Co. near CPR tracks in Ottawa.
0.94	McColl Frontenac Oil	15/12/1947	69925	Approves location of unloading standards, pipe lines, pump house, two 20,000 gal double compartment horizontal storage tanks, three 20,000 gal vertical storage tanks, one 500 gal underground storage tank, dyke warehouse and other facilities of McColl-Frontenac Oil Co. Ltd. near CPR tracks at Billings Bridge, Ottawa.
		08/07/1948	70880	Approves proposed location of unloading standards, pipe lines, pump house, four 15,000 gal vertical storage tanks, six 20,000 gal vertical storage tanks, one 500 gal underground storage tank, dyke, fence, warehouse and other facilities of McColl-Frontenac Oil Co. Ltd. near CPR tracks at Billings Bridge. Rescinds 69925.
0.95	Heron Road	04/05/1937	54267	Cattle guard exemption at m.1.00..
		28/11/1947	69838	Removes statutory speed limit following accident on 14 Nov 1947.
		19/01/1949	71885	Authorizes CPR to construct and maintain a siding across Heron Road, Gloucester twp. m. 0.95 Sussex Street subdivision.
		18/01/1955	85373	Removes statutory speed limit at CPR crossing of Heron Road, m. 1.0 , following accident on 7 Dec 1954.
		28/01/1957	90821	Requires CPR to install, within 6 months, automatic protection.

CPR and CNR Subdivisions circa 1973

CPR – red; CNR – green; NYC – grey



Original map from Branchline, May/June 2017, after one on Colin Churcher's pages