

FOREWORD

In view of the length of time that has elapsed since the origin of the Railway Relocation Plan in the National Capital and the various Administrative and Staff changes that have occurred on the Railway in the past few years, it was deemed advisable to prepare this book which, it is hoped, will provide a up to date summary of past, present and future plans.

No attempt has been made to include detailed plans of all the projects, however same are on file in St. Lawrence Regional Offices, Montreal, Que. and Ottawa, Ont.

For ready reference a diagramatic plan will be found at the rear of the book..

*SUPERINTENDENT,
OTTAWA UNTIL 28 MAR 62*

E. P. Burns,

LIAISON OFFICER.

ST. LAWRENCE REGION

OTTAWA, ONT.

MARCH 1962.

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HISTORICAL RESUME

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Available records indicate that as far back as 1918, in the days of the former Grand Trunk Railway System, the civic authorities of Ottawa were pressing for the removal of certain tracks in the City. This campaign was sparked by many newspaper editorials and articles.

The diagrammatic plan, herewith, shows the location of the Canadian National and Canadian Pacific lines in Ottawa and vicinity those that are shown as solid lines will form the Terminal Company to be, once relocation is completed, and the dotted lines are those that will be abandoned.

The so-called crosstown tracks of the Canadian National, namely; a portion of the Renfrew Subdivision, and Bank and Elgin street yards, were located in a thickly populated residential section of Ottawa. Many of the streets crossed by the Renfrew Subdivision main track and the yard tracks were crossed at grade. Civic complaints resulted mostly from the hazard and delay to street traffic.

In so far as the Canadian National Railway was concerned the situation in Ottawa was far from satisfactory. It was hemmed in on both sides of Bank street yard, with no room to expand to meet the needs of increasing traffic, all trans-continental freight trains had to enter this yard and were to be reversed before departure, track length was such that the longer trains had to be doubled into two and sometimes three tracks to avoid blocking crossings and switching leads. The ultimate aim was

for a through movement yard away from the congestion of center-town. Moreover, it was continually being called upon to expend large sums of money for grade separations and crossing protection.

Many proposals were developed by the Railway in an endeavour to improve conditions involving the removal and relocation of Bank street yard, but these were not adopted owing to the heavy capital expense involved.

The New York Central Railroad, at the time, was operating into Ottawa and was faced with many of the same problems. This line was later to be abandoned by this Railway and purchased by the Canadian National, who intergrated certain of the former N.Y.C.'s lines into its own system and future plans.

The Canadian Pacific Railways were in somewhat of the same delemma, as may be seen on attached plan. Both their Sussex street Line and Carleton Place subdivision intersect heavily populated sections of Ottawa. Movement of Trans-Continental and Toronto passenger trains through the city involve two crossings of the Ottawa River via the Interprovincial and Prince of Wales bridges. Their freight yards, at Ottawa West, were in more or less the same conditions, as at the C.N.R.'s Bank street yard, congested, difficult to operate, etc.

Since 1918, the pressure in Ottawa to improve the situation rose and fell. For example, after the First World War the subject was very active, many meetings being held between the Civic Authorities and the Canadian National Railway's executive, and several plans were studied. During the depression the subject died down somewhat, but after the Second World War, the subject flared up,

primarily because of the growth of Ottawa and the consequent increase in vehicular traffic.

Around 1944, the Federal Government actively stepped into the picture in connection with special problems arising out of the location of the Seat of Government in the City of Ottawa, and an Order in Council was passed giving the Federal District Commission, (now the National Capital Commission), control over a considerable area of the City including consideration to be given to the matter of re-organization of the railway lines in and around Ottawa that had not been possible to give heretofore.

Through the efforts of Jacques Greber, a planning consultant engaged by the Federal Government, the Federal District Commission, and the Ottawa Civic Authorities, twelve general layouts were prepared, and the Canadian National Railways representatives recommended Plan No 5-A as best suited to Canadian National interests.

Plan No 5-A contemplated the construction of a new Union passenger station at Walkley Road, and a new freight yard in the same area with track connections to permit the Canadian National Railways to:

- 1- abandon the Renfrew Subdivision from Nepean to Deep Cut including Bank street yard,
- 2- abandon the Hurdman Subdivision from Wass to and including Union Station, including Besserer street and Hurdman yards,
- 3- abandon the Chaudiere Branch,
- 4- transfer the L.C.L. freight shed to a new location near Riverside,

5- transfer the passenger and express operations to the new Union Station at Walkley Road,

6- transfer Bank street yard operations to the new yard at Walkley Road.

A new connection to be constructed at Nepean would handle the Renfrew Subdivision traffic over a portion of the Beachburg Subdivision to the new Union Station and Yard at Walkley.

A new connection at Hawthorne would handle the Alexandria Subdivision traffic to the new Union Station and Yard at Walkley Road.

The Canadian Pacific Railway were to:

1- abandon their Carleton Place Subdivision between Bells Corners and Chaudiere,

2- abandon their Sussex street branch from Ellwood to the Ottawa River,

3- abandon the C.P.R. line from Hull across the Interprovincial Bridge to the existing Ottawa Union Station,

4- abandon their trackage in the vicinity of Hurdman and Riverside,

5- transfer their L.C.L. freight shed from Broad street to the new location near Riverside,

6- transfer their passenger and express operations to the new Union Station at Walkley Road.

A new connection to be constructed at Bells Corners would handle the Canadian Pacific Railway, Carleton Place Subdivision traffic over a portion of the Canadian National Beachburg Subdivision to reach the new Union Station at Walkley Road,

a new connection from the Canadian Pacific Railway North Shore Line at East Templeton across the Ottawa River to Hawthorne would handle the Canadian Pacific North and South shore traffic to the new Union Station at Walkley Road.

The idea of the foregoing was that the Railways involved would form a Terminal Company to operate the facilities under a joint arrangement somewhat similar to the Toronto Terminals Railway Company.

In 1948, the Prime Minister wrote to the President of the Canadian National Railways urging approval by the Canadian National, of plan 5-A. After consulting the Directors, the overall project was approved in principle by the Board and the President replied to the Prime Minister to the effect that the Canadian National Railways was anxious to co-operate with the Federal District Commission in the undertaking, and that plan 5-A appeared to be the most desirable of the various plans considered and that the Canadian National Railways approved of it, but that our existing trackage, freight and passenger facilities in Ottawa were generally satisfactory, and therefore, in giving his approval, it was upon the assumption that the Canadian National Railways would not be required to bear the cost of the contemplated changes in our physical layout.

There was one inherent weakness in Plan 5-A; namely, the proposed location of the new Union Station. It was located out "in the sticks" as it were. The location was far in advance of its time, by at least thirty years and did not serve the public needs

within this ~~thirty~~-year space of time. The present Ottawa Union Station, which is a joint station for both the Canadian National and Canadian Pacific, operated under standard joint terms under the direct supervision of the Canadian National Ottawa organization, is located in the center of the present City of Ottawa, and therefore adequately serves Ottawa's present needs.

The Federal District Commission was acutely aware of this disability in Plan 5-A and endeavoured to prevail upon the Railways, and in particular the Canadian National Railways, to voice public objections; however the Railways avoided this obvious pitfall and fortunately, in due course, public opposition prevailed, and subsequently the Federal District Commission was able to modify the general scheme without undue embarrassment.

Meanwhile negotiations proceeded between the Canadian National Railways and the Federal District Commission towards giving effect to the first stage of Plan 5-A; that is, the construction of the new freight yard at Walkley, and the construction of the connection between the Beachburg and Renfrew Subdivisions at Nepean to permit of the abandonment of the Renfrew Subdivision between Nepean and the Chaudiere branch, and to permit of the transfer of the Bank street yard operations to the new Walkley Yard.

On April 28th, 1950, the Board of Directors of the Canadian National Railways authorized the execution of an agreement between the Federal District Commission and the Canadian National Railways providing for the foregoing described initial stage of the over-all programme for the civic beautification and improvement to the Capital Plan.

On January 1st, 1950, the lands, where the new freight yards were to be located were, among others, annexed by the City of Ottawa.

Abandonment of the Renfrew Subdivision between Deep Cut and mileage 12.12, contemplated above, was to provide the right-of-way for the City portion of the new Trans-Canada Highway, which portion was to be known as the Queensway.

On September 29th, 1952, the Renfrew Subdivision traffic was re-routed into Ottawa from Nepean via the Beachburg and former Hurdman Subdivision, and the abandoned right-of-way between Nepean and the switch connection to the Chaudiere Branch turned over to the Federal District Commission.

On August 9th, 1955, the Bank Street yard operations were transferred to the new Walkley yard, trackage remained in place to date, and is slated for removal next month, (April 1962), afterwhich the right-of-way will be turned over to the Commission.

Centralized Traffic Control, has been installed and is in operation between Nepean, Wass, Walkley and Hawthorne.

On February 17th, 1955, the Federal District Commission submitted for consideration by the Canadian National and Canadian Pacific, a revision of Plan 5-A, known as Plan 5-B.

The new scheme contemplated the continued use of the existing Ottawa Union Station for a period of at least twenty years.

Under the new scheme, the formerly proposed connection from the Canadian Pacific Railway at East Templeton across the Ottawa River, (known as the Duck Island Line), to connect with the Canadian Pacific line to Montreal would not be built.

In continuing the use of the present Ottawa Union station for approximately twenty years, under the new plan, it was desirable for this facility to be converted into a stub-end station, all trains entering to back in. A firm of consultants was engaged by the Commission to work out the details for a practical entrance to fit in with grade separations necessitated by reason of the Trans-Continental Highway which was to be constructed through the area affected:

The proposed back-up movement into the present Union Station has little effect on the Canadian National Railways as all its trans-continental trains using the station, presently go through a back-up movement in one direction. The problem was more serious for the Canadian Pacific Railway as it had, on an average weekday, in 1955, 34 trains in and out, as compared to the Canadian National's ten. Moreover all Canadian Pacific through and terminating passenger trains presently head into the station.

The Canadian National Railways eventually gave formal approval to the revised plan 5-B, which was more satisfactory to the Canadian National, providing that a practical solution could be reached for the new track arrangement entering the existing station to provide for a stub-end station with all through and terminating passenger trains backing in.

To implement revised Plan 5-B the Canadian National and the Federal District Commission immediately set in motion an organization that relocated the L.C.L. freight operation from its Union Station site to a new location, adjacent to the Alexandria Subdivision main track, East of Hurdman. A new Industrial Area was opened in the same area and a number of Industrial concerns located there between 1955 and 1960.

Rail traffic study of the Union Station was completed by the C.N.R. Terminal Performance Committee and their report was dated December 23rd, 1954. As a result of this study plans were prepared to convert Union Station to a stub-end station, parking tracks were to be extended as well as train shed, Express Dept. operations were to be located in a new building fronting on Nicholas street and elaborate turning loop was to be constructed in the Deep Cut - Riverside area.

With the exception of the building of the new freight facility on Terminal Ave. (Russell Road) which was opened to traffic on April 21st, 1958, the removal of the old facility on Besserer street and the first stages of the Queensway, plans were more or less dormant between the years 1955 and 1960.

On November 30th, 1959, without prior advice to the Railways, the Prime Minister announced to the House that a new location had been chosen for the Union Station in the vicinity of Hurdman and that all rail traffic was to be removed from the center of the City and that this new plan was to be completed by January 1st, 1965. As there was no possible appeal against this decision, activity was renewed in the Relocation Plan and the various stages are treated on in the following pages.

As of February 6th, 1959 the Federal District Commission was to be known as the National Capital Commission.

Agreements resulting from the
National Capital Commission's Railway
Relocation Plan.

1950 Agreement - Dated March 30, 1950
between Federal District Commission - Canadian
National Railways

This agreement provided for abandonment of the former Renfrew Subdivision between the point where it crossed the Beachburg Sub. West of Bells Corners and Elgin Street in the heart of the City, a distance of 12 miles. Right of Way, facilities and trackage on this section were to be turned over to the Commission free of charge to provide basic right of way for the new Queensway.

In return for the above the Commission was to provide new yard facilities at Walkley, direct connection between Alexandria Sub. at Hawthorne and Beachburg Sub. at Wassa passing through the new yard, connection between the Renfrew and Beachburg Subs. at Nepean (South March connection) and necessary signals and controls on the affected territory.

This agreement conceived no expense whatever to the Railway.

New facilities remained the possession of the Commission but the C.N.R. was given rights in perpetuity thereon but are to maintain the facilities. The agreement also provide the Commission with the right, at future date, to admit any other railway or companies to use in common of these new facilities.

Terms of this agreement are practically completed. All new facilities have been constructed and are in operation. Abandonment of the ~~remain~~ portion of the former Renfrew Subdivision, that is, from mile 0.0 to mile 1.66 will be completed this summer.

New facilities indicated above between Hawthorne and Wass are shown on Plan prepared in Chief Engineer's Office, Toronto, Ont. bearing #C-13878 dated March 9, 1950. South March connection is shown on Federal District Commission Plan R-13-3, September, 1951.

TWO-PARTY AGREEMENT
N.C.C. & C.N.R.

This agreement is now in draft stage only and provides for continuation of the 1950 Agreement, between the former F.D.C. and C.N.R.. Main points of this agreement are:

A - Purchase by the Commission of certain interests of the Canadian National Railways.

B - Contribution of certain lines and facilities by the Canadian National Railways to the Terminal Company.

C - The Commission's contribution to the Terminal Company.

D - Outlines what facilities and lands will be transferred to the Commission by the Canadian National.

As we have now reached the point of no return in connection with the Relocation Plan, it is imperative that this agreement be concluded as soon as possible.

TRI-PARTY AGREEMENT

N.C.C. - C.N.R. - C.P.R.

This agreement now in draft stage provides for the following:

A - Creation of the Terminal Company jointly and wholly owned by the C.N.R. and C.P.R.

B - Sets out the general boundaries of the Terminal Company.

C - Outlines the trackage to be included in the Terminal Company.

D - Defines Canadian Pacific Railways' transfer of lands and facilities to the Commission.

E - Defines Canadian Pacific Railways' contribution to the Terminal Company.

F - Defines the Commission's provisions for the Canadian Pacific Railways.

G - The Canadian National Railways' transfers to the Commission.

H - The Canadian National Railways' contribution to the Terminal Company.

I - The Commission's provisions for the Canadian National Railways.

J - Outlines responsibility for costs resulting from the Relocation Plan.

K - Defines the Commission's contribution to the Terminal Company.

L - Outlines the various indemnities assumed by the Commission in the implementation of the Agreement.

M - Provides Arbitration Clause.

As mentioned for the Two-Party Agreement, we have now reached the point of no return in the Railway Relocation Plan, therefore, it is imperative that this Agreement be signed by all three parties before further work is undertaken.

Track connections required to join
various lines of the Canadian National Railways
to those of the Canadian Pacific Railway in order
to implement the National Capital Commission's
Railway Relocation Plan and permit formation of
consolidated trackage for the Terminal Company
to be.

BELLS CORNERS CONNECTION

This item covers the diversion of the C.P.R. Carleton Place Subdivision to the C.N.R. Beachburg Subdivision. Under normal circumstances, this trackage will not be required until the inauguration of the new station, however there has been a considerable amount of civic agitation due to crossing accidents on Carleton Place Sub. and about one year ago consideration was given to a scheme whereby C.P.R. would route their passenger trains over the C.N.R. Beachburg Sub. to present Union Station. All is quiet in this respect at present, however should the accident rate increase on the Carleton Place Sub. the scheme could be revived.

Portion of the grading of this connection was put in last year - Scheduling of track construction is set for July 1, 1963.

N.C.C. Plan R-3-33 covers this trackage. Points of connections are: Mileage 11.6 Beachburg Sub. C.N.R. and Mileage 8.0 Carleton Place Sub. C.P.R.

It is to be noted that new connection will parallel Beachburg Sub. for a distance of approximately 3600 feet. This approach grade is special feature of this track that was requested by the Canadian Pacific due to the gradient and curvature made necessary by the characteristics of the land.

The extended connection will allow inbound trains to reach tangent, level track before stopping at connection switch.

Junction switch requested by Canadian Pacific Railway is a No. 20 turnout to permit speed of 45 M.P.H.

Canadian National Railways will supply switch and signal material only at expense of N.C.C. balance of material will be purchased through Canadian Pacific.

No estimate was made by Railroad as to construction cost.

Necessary lands have been purchased by National Capital Commission.

Included in this scheme is a provision to extend Bells Corners siding westward for a distance of approximately 1200 feet thus locating the west switch of this siding just east of Highway 15. Junction switch of Carleton Place Subdivision will be located just west of crossing, so located only one C.T.C. control will be necessary for the two switches.

At present a team track is located on the site of the siding extension. It was constructed to siding standard at the expense of the Commission. It serves industries in the Bells Corners area. The Commission have agreed to relocating this team track to a suitable location when siding is extended. The team track will then be a joint facility serving both roads and replacing the C.P.R. Britannia and Westboro team tracks on the Carleton Place Sub.

All trackage up to the intersection of the Carleton Place Subdivision will be included in the Terminal Company. This was agreed to in order to protect our present access to industrial area South of Beachburg Sub. between Highway 15 and bridge overpassing the C.P.R. Carleton Place Sub. Area North of our right of way is green belt lands, owned by the Commission. Present thinking is to locate the team tracks immediately West of Highway 15 North of our main track. The Commission will provide necessary land to cover requirements.

Plan RC-3-33 was given District and Regional approval in February 1960.

ELLWOOD DIAMOND CONNECTION

These connections are to be constructed at Ellwood Diamond, intersection of C.N.R. Beachburg Sub- - division and C.P.R. Prescott Subdivision. As this trackage will be required for passenger operation exclusively, it will not be in operation until new station is inaugurated.

First connection will join the Beachburg Sub- - division northward to the Prescott Subdivision and will permit movement of what are commonly known as North shore passenger trains of C.P.R. to and from the new station. Second connection joins the Beachburg Sub. southward to the Prescott Sub. and will serve to permit movement of Toronto trains 33 and 34 to and from new station.

Switches on the Beachburg main track are to be C.N.R. No. 16 turnouts and those on Prescott Sub. No. 13 - C.P.R. these turnouts will allow speed of 30 miles per hour. .

These tracks are covered by N.C.C. Plan R-3-40. . Approximate mileages of the new tracks are Mileage 3.5 Beach- burg Sub. and 3.5 Prescott Sub. District and Regional approval was obtained in February 1960.

WALKLEY DIAMOND CONNECTION

Two connections joining the C.P.R. Prescott Sub-division to the C.N.R. Walkley Line. Switches will be located at approximately Mileage 3.68 Walkley Line and Mileages 4.46 and 4.90 Prescott Sub.

The Northeast track has been constructed and provides access to Prescott Sub. for C.N.R. trains destined to Chaudiere Yard. Eventually this track will also be used as yard access for C.P.R. freight trains from Hull.

Southeast track will be required when C.P.R. freight trains commence yarding in Walkley Yard which could be in the fall of 1963 or spring of 1964.

C.P.R. have specified No. 13 turnouts for speeds of 30 miles per hour for connections on Prescott Sub. Switches on Walkley Line will be C.N.R. No. 12's with turnout speed of 15 miles per hour.

These tracks are shown on N.C.C. Plan RC-15-9 which was given District and Regional approval in February 1960.

OTTAWA WEST CONNECTIONS AND TRACK CHANGES

Extensive track changes become necessary in this area and the changes will be spread over a period of time.

First of the revisions became necessary when C.N.R. trains started operating to Chaudiere Yard via the C.P.R. Prescott Subdivision. These changes are shown on N.C.C. Plan RC-15-7 and are known as track rearrangement, Gladstone Ave. Work was undertaken in the month of July 1961 and completed in the month of September 1961.

Secondly, there is presently no direct route between the C.P.R. Montreal and Ottawa Subdivision and the Prescott Subdivision as all trains operate directly to Ottawa West Yard of the C.P.R. on Carleton Place Sub. This yard will be eliminated when freight operation is moved to Walkley and at that time the Carleton Place Subdivision of the C.P.R. will be eliminated and direct access M. & O. Sub. to Prescott Sub. will be required.

Thirdly after the elimination of Ottawa West yard there will still be considerable industrial switching in the area and a certain number of storage tracks will be necessary due to the distance of some 5.5 miles separating the area from Walkley Yard.

Canadian Pacific Railway have prepared Plan SF-4791 showing their suggestion of a final track layout for the area. This plan incorporates the track mentioned in each of above paragraphs, however approval has been given for item one only. There are certain features of the overall plan that appear to be unfavourable and further negotiations will be necessary with C.P.R.

District and Regional approval was given to Plan RC-15-7 in October 1960.

HAWTHORNE CONNECTION

To provide joint eastern approach to the new Union Station and to Walkley yard as well as access to Merchandising centers of both Railroads and Industrial areas, it was found necessary to devise a fairly complicated connection between the C.N.R. Alexandria Subdivision, the Walkley Line, the former N.Y.C. and the C.P.R. Montreal and Ottawa Subdivision. This proposal is shown on N.C.C. Plan R-3-55.

Various portions of this new trackage will become necessary starting this summer (1962) and will continue up to the commencement of operations in New Station.

The new trackage will provide for the following:

- 1 - Direct passenger train access from Alexandria Subdivision to new station starting from mileage 129.87 Alexandria Subdivision.
- 2 - Freight train access from Alexandria Subdivision to Walkley Yard and to C.N.R. merchandising area.
- 3 - Yard engine access clear of Main Lines from Walkley Yard to Industrial areas, Merchandising facilities of both roads and alternate route to New Station.
- 4 - Direct access to Walkley Yard for C.P.R. freight trains ex Montreal and Ottawa Subdivision.

5 - Direct access from C.P.R. M. & O. Subdivision for freight trains destined to C.P.R. Merchandise facility.

Plan was originally approved with present Alexandria Subdivision main track eliminated between east and west legs of Hawthorne wye. So constructed no diamond was necessary in the complex however at the request of Mr. J. A. McDonald, Vice-President, the Plan was amended to include this trackage and diamond in order to provide direct access from C.N.R. Alexandria Sub. to C.N.R. Merchandising facilities.

Major portion of the trackage will be constructed this year. Turnouts to be installed provide for speed of 30 miles per hour for through movements and 15 miles per hour for yard movements.

In the event that it is found necessary to divert C.P.R. Montreal and Ottawa Subdivision account construction of the new station, plan has been prepared to permit operation to present Union Station via this connection and C.N.R. Alexandria Subdivision.

SOUTH MARCH CONNECTION

This connection is situated at the junction of the Beachburg and former Renfrew Subdivisions West of Bells Corners. Prior to its construction the Beachburg Sub. overpassed the Renfrew at Mile 14.7. Renfrew Subdivision was abandoned from Mileage 4.0 to 12.12 and new connection 3696 feet in length was built from Mile 12.12 Renfrew Subdivision to connect this Subdivision to the Beachburg Sub. at Mile 14.4. This Junction is now known as Nepean and Mile 11.42 Renfrew Subdivision.

Board of Transport Commissioners Order #77684 dated November 7, 1951 authorized the construction to specifications set out in Federal District Commission Plan R-13-1 dated June 1950 and revised to August 1951.

No Board of Transport Commissioners operating order was obtained to authorize operation over the new trackage. On September 9, 1952 under file 065-2 former Commission Counsel Mr. A. K. Dysart wrote as follows on this subject.

"With further reference to my letter of August 25th in the above matter (Railway connection between C.N.R. Beachburg Sub. at Mileage 14.4 and its Renfrew Subdivision at Mileage 12.12), the Board now advises me that in view of the fact the proposed connection is to be constructed on our own property it would appear to be unnecessary for the Board to issue an operating Order under Section 252 of the Railway Act once the connection has been completed."

This new connection was put in service effective September 28, 1952 and due to absence of Signal System at the time Telegraph Operators were assigned to the Junction. These positions were cancelled with the installation of the Centralized Traffic Control in 1955.

This connection is situated ~~beyond~~ the limits of the Terminal Company to be.

Yard construction and line
revision resulting from implementation of
National Capital Commission's Railway Re-
Location Plan.

NEW STATION YARD

The new station yard is shown in Plan dated May 11, 1960. Capacity of various tracks is:

No. 1	-	18 cars
No. 2	-	21 "
No. 3	-	24 "
No. 4	-	24 "
No. 5	-	21 "
No. 6	-	18 "
No. 7	-	Nil (future track if required)
No. 8	-	15 cars

Length of tracks was determined from information contained in report prepared by C.N.R. and C.P.R. Superintendent dated March 3, 1960.

It is considered that all passenger trains will be accommodated on tracks 1 - 2 - 3 and 4 - leaving tracks 5 - 6 - 8 for storage and servicing purposes. Transcontinental trains will be yarded on tracks 3 and 4 which allow maximum capacity and through movement. Trains originating or terminating at Ottawa will use tracks 1 and 2 - maximum occupancy will occur from 7:00 A.M. to 9:00 A.M. insofar as arrivals and departures are concerned. Maximum track occupancy is expected during evening and night hours.

All station trackage will be equipped with steam, water and electrical outlets thus allowing parking of passenger equipment at any location. Provision is made for the fueling of diesels between tracks 3 and 4 at extreme west end of station yard.

Beyond track 8 will be located two locomotive storage tracks each with capacity of six units. Run around track is located immediately South of unit storage tracks thus allowing direct access to either end of station yard to diesel units. Two short car repair tracks are adjacent to run around track one with capacity of three cars and second with capacity of two cars, latter will be equipped with wheel drop pit. Normal servicing of equipment will be carried out in station or storage tracks. A fuel oil storage track has been provided for adjacent to storage tanks to permit car load supply if desired. A connection is also provided between the East end of the yard and former N.Y.C. which permits alternate route to the station, direct link to Walkley Yard, and direct switching between Station and Merchandising Terminals.

First contract for work on yard site was awarded in October 1961 to Keystone Construction Co. and covers grading and drainage of the area. Contract specifications were prepared by De Leuw Cather & Co. of Canada Limited.

Elevation of top of rail in the new yard has been set at 214 feet and level throughout. This level is an arbitrary one which reflects the balance of cut and fill of the area.

Track material for the yard will be ordered through Canadian National purchasing and charged back to the Commission.

According to construction schedule track laying was to commence May 1, 1962 and be completed by June 30, 1963. Present outlook indicate that this work will be done entirely in 1963.

WALKLEY YARD

Considerable discussion has taken place regarding this phase of the plan. Up to about 6 months ago the Canadian Pacific Railway maintained that separate yards were necessary. Their stand was later modified and they agreed to joint yard provided facilities such as car and locomotive repair were separate and operated by the individual roads. Such a scheme would entail considerable extra capital cost and would increase cost of operation and maintenance. Canadian National's stand since the start of negotiations has been that all facilities be joint and operated by the Terminal Company. After further discussions with the Canadian Pacific full agreement has been reached in line with C.N.R. policy.

Canadian Pacific have prepared a plan which modifies present Walkley yard to accommodate both railroads. This plan is much similar to suggestion prepared by the C.N. - Operations Officers of both roads should very shortly be given an opportunity to see these plans and offer their suggestions so that we can reach a uniform plan that may be presented to the Commission.

Insofar as car and locomotive facilities are concerned, it has been agreed by Mechanical Representatives of both roads that maximum use should be made of existing facilities at Walkley.

With this in mind a suggested plan has been prepared and is now in the hands of Mr. Winslade, Superintendent Motive Power and Rolling Stock, C.P.R. Toronto for final suggestions. For the C.N., this plan was handled by Mr. R. J. Payne, Assistant General Superintendent Equipment, Montreal, Que.

Bunk room facilities will be incorporated into this modified equipment building.

Construction of the joint yard at Walkley was originally scheduled to commence September 1, 1961. Negotiations have been at a standstill for some time now and should be reactivated as soon as possible.

Material for this construction is to be ~~supplied~~ supplied by Canadian National and charges assessed against the Commission. Purchasing and Stores have been advised of requirements and material will be available this year.

C.P.R. PRESCOTT SUBDIVISION

This subdivision is located in the central part of the City and runs from Ottawa West at Prince of Wales Bridge Southward intersecting C.N.R. Beachburg Sub. at Ellwood Diamond and C.N.R. Walkley Line at Walkley Diamond. The line runs through a thickly populated area and is crossed by a number of busy streets and highways at Grade. It also divides the Carleton University Campus in half.

In 1960 the consulting firm of C.C. Parker and Associates Ltd. were requested by the Commission to prepare a study of what could be done with this line. In October 1960 Preliminary Engineering report and Estimates were presented to the Commission and the Railways. This report contained two schemes.

Scheme "A" contemplates elevation of the line by using earth embankment and viaduct arrangement. Cost of the scheme would be approximately \$2,500,000.00. Considerable objection has been raised to this scheme by the City and the University claiming that an impassable wall would be erected dividing the City. This scheme is favoured by both Railroads as it would present least maintenance and operating costs in future.

Scheme "B" calls for depressing of the line in a series of open cuts and tunnels starting from the Rideau River and extending to Gladstone Ave. Cost of this scheme would be approximately \$3,500,000.00.

Scheme "B" is favoured by the Commission even with the additional cost as it is the scheme which raises the least objection from the general public. In order to compensate the Terminal Company for additional maintenance and operating costs a suitable clause has been included in the Tri-Party Agreement.

Construction of this phase of the plan is scheduled for April 1, 1962.

This undertaking will require Canadian Pacific track material and may call for extensive temporary trackage to permit maintenance of operation during construction period.

C.N.R. MERCHANDISE TERMINAL YARD

Proposed yard layout for Merchandise Terminal is shown on Special Engineer's Plan #8-78 Revised to December 5, 1961. This plan contemplates two stub end tracks serving the bond and bulk freight area of the shed and one stub end track serving the express end of the shed. Piggyback facilities will be located at east end of the building between shed trackage and Terminal Ave. At present two stub end depressed tracks are constructed at this location and ramped for piggyback service. Plan provides for up to five similar tracks there.

A heavy machinery ramp with end and side loading is situated on stub track east of piggyback tracks and is connected to same lead track.

Public teaming is presently done on Nos. 1 and 3 shed tracks east end south of the building. Modified building will not permit this practice therefore it is proposed that public team tracks be constructed and located at east end of the property south of the shed lead and adjacent to new roadway. Provision has been made for up to four tracks with two independent roadways in this area. Public teaming area here will be more in demand with the elimination of Bank Street yard and Hurdman yard where the major portion of public teaming is now done.

All leads for this trackage will connect to the former New York Central main track which in addition to serving the C.N.R. Merchandise Center will also be an alternate route of New Union Station from Hawthorne and Walkley.

It is to be noted that all tracks in the Merchandise Center are stub ends.

Working east on former N.Y.C. main track we presently find the Russell Road crossing at a distance of 1800 feet beyond shed lead switch. This crossing is presently under discussion between the City and the Commission. Latter wish to eliminate Russell Road between Belfast Road and Industrial Ave. thus eliminating the crossing in question. This matter is yet to be resolved.

East of Russell Road crossing, at a distance of 2400 feet is located St. Laurent Blvd. crossing. This is a main thoroughfare which will overpass the tracks. Provision is made in the bridge plan for two track opening. One track being the lead to the C.N.R. Merchandise Center and second the present Alexandria Subdivision C.N.R. and eventually the lead to the C.P.R. Merchandise Center.

At present between the two crossings is located a run around track that will accommodate 40 cars. With the elimination of Russell Road crossing receiving tracks of up to 90 car capacity could be constructed should the C.N.R. decide to operate trains such as piggybacks directly to the Merchandise Center.

The Commission are responsible for track rearrangement at the Merchandise Building, also for the team tracks, which replace those now located in Bank Street and Hurdman yards. Insofar as piggyback tracks are concerned they will be the responsibility of the Railway except that the Commission are obligated to provide land for this purpose.

The Grading of this property and construction of the initial team tracks should be carried out early this summer as Bank Street Yard will be eliminated in May this year.

C.P.R. MERCHANDISE TERMINAL YARD

This yard will be adjacent to the C.N.R. Merchandise Center, between it and the present C.N.R. Alexandria Sub. main track.

Layout of this yard is the responsibility of the Canadian Pacific Railway and it will provide trackage to serve their shed, piggyback ramp and public team tracks.

Canadian National must be given opportunity to approve the plan before it is finalized in order to determine how the adjacent Industrial area may be affected.

Definite plans are not available as yet.

WALKLEY LINE

As a result of abandonment of the C.N.R. Renfrew Subdivision from Mile 0.0 to Bells Corners and the C.N.R. Bank and Elgin Street yards which is covered in 1950 Agreement between the former Federal District Commission and the Canadian National Railways a line connecting the C.N.R. Alexandria Subdivision at Hawthorne Mile 130.1 and the C.N.R. Beachburg Subdivision at Wass Mile 5.30 was constructed by the Commission and is now known as the Walkley Line.

Walkley yard is situated on this line between Mile 1.95 and 3.46. This line and yard were constructed under Board of Transport Commissioners Order 77730 dated November 14, 1951 and operation over the line was authorized by Board of Transport Commissioners Order 82605 dated November 19, 1953.

Under the terms of the Agreement the Commission retained title to the line and to the Centralized Traffic Control System that was installed to facilitate operation on the line and its approaches on both the Beachburg and Alexandria Subdivisions. Canadian National Railways were granted right of operation on the line in perpetuity but must assume the cost of maintenance except the extra-ordinary maintenance costs normally associated with a new line.

These costs were accumulated and settlement made recently with the Commission in the amount of \$20,000.00. The Commission in the Agreement reserved the right to grant operation privileges to other companies on this line.

Tri-Party Agreement will provide, in part, that this line, yard and signal system be transferred to the Terminal Company to be. Maintenance costs should be shared by any other company using the line prior to the formation of the Terminal Company.

It will be noted that the Commission own extensive land between the line and Walkley Road. At one time it was the intention to locate the C.P.R. freight yard and passenger terminal thereon. This land should be turned over to the Terminal Company for Industrial Development to compensate for industrial lands lost to both Railways as a result of the Relocation Plan. Joint C.N.R. - C.P.R. development of this land should commence immediately.

Bridge construction required
to implement, or in conjunction with the
National Capital Commission's Railways
Relocation Plan.

ST. LAURENT BLVD. OVERPASSES

Plans are now completed and Board of Transport approval is expected within the next three weeks for this project which comprises two highway overpasses.

First Bridge will span the C.N.R. Alexandria Subdivision and the former New York Central main track. In order to reduce the size of the bridge the Alexandria Sub. which will eventually become the lead track to the Canadian Pacific Railway Merchandise Center, is being diverted northward to place it adjacent to the former N.Y.C.

Second bridge will span the C.P.R. Montreal and Ottawa Subdivision, which will eventually be the eastern approach track to the New Station.

These two bridges will be separated by approximately 2400 feet. Construction is to commence within the next two months.

ALTA VISTA DRIVE UNDERPASS

Alta Vista Drive is situated at the extreme west end of New Station yard and is to be crossed by two tracks. Present street is at an elevation of 192 feet and top of rail for the new yard will be at 214 feet. The street which is presently four lane divided way will be expanded to six lanes at the underpass.

The Engineering Firm of De Leuw Cather & Company are presently designing this bridge with the assistance of C.N.R. Bridge Engineer.

It is expected that construction of this bridge will commence sometime this year. Original schedule date was October 1, 1961.

BELFAST ROAD OVERPASS

Belfast Road will be a new main artery connecting the Elmvale Acres area of the City to the Queensway and will cross the eastern approach of the new station yard just east of the east switch of the yard. Double track will exist at this location. The new road will go over the tracks.

As in the case of the Alta Vista Drive bridge this structure is being designed by the firm of De Leuw Cather & Company and construction is expected to begin this summer. It was originally slated for October 1, 1961 date.

BRIDGES NOW CONSTRUCTED

1 - Mackenzie King Bridge spanning yard trackage in present Union Station and Rideau Canal. Board of Transport Order 74349 dated April 25, 1950 authorizes construction, Board of Transport Order 76469 dated April 23, 1951 permits operation with restricted clearance and Board of Transport Order 78534 dated March 22, 1952 is operating order.

This bridge is maintained by the Commission.

2 - Russell Road Bridge spanning the Walkley Line at Mile 0.42. This bridge was built under Board of Transport Order 77731 dated November 14, 1951. Maintenance costs are divided between the Canadian National and the Commission with C.N.R. paying one half of cost of maintenance on all except approaches and paved surface.

Immediately Canadian Pacific Railway commence operation into Walkley yard new application should be made to change portioning of maintenance costs and responsibility for same placed against the Terminal Company.

3 - Metcalfe Road (now Bank Street) Bridge spanning the Walkley Line at Mile 3.75. This bridge covered by Board of Transport Commissioners Order 77735.

Same conditions prevail as for Russell Road Bridge and same remarks apply.

Bridges one, two and three above are Highway or Street over Railways.

4 - Smythe Road Bridge, railway over Highway, double track operation, situated at Mile 1.76 Beachburg Subdivision C.N.R. and Mile 2:39 Sussex Street Subdivision C.P.R. Board of Transport Commissioners construction Order 102063 provides that cost of maintenance of sub. and superstructure will be divided equally between the C.N.R. and C.P.R. City of Ottawa to maintain roads, road surface and sidewalks and other works. Board of Transport Commissioners Order 103212 approved revision in plans. Board of Transport Commissioners Order 105901 authorizes operation over this bridge.

The above four bridges are now constructed, each resulted from the implementation of the Commission's Railway Relocation Plan.

New Buildings required to
implement the National Capital Commission's
Railway Relocation Plan, Ottawa, Ontario.

NEW UNION STATION

First intimation of relocating the present Union Station resulted from former Federal District Commission's Plan known as 5A this being a part of overall plan for the City prepared by Planning Consultant Jacques Greber. Prints of this plan are filed at Commission officer under number R-3-10. This scheme contemplated removal of all Railway lines from the City proper and elimination of both the Interprovincial and Prince of Wales C.P.R. Railway bridges to Hull. To replace these bridges a line would be constructed north-eastward from Hawthorne and join the C.P.R. Lachute Subdivision at East Templeton. Ottawa River would be crossed at Duck Island and this was the name given the proposed new line.

North shore traffic would be picked up by the Duck Island line at East Templeton, Montreal and Ottawa Subdivision traffic would feed into the line in the vicinity of Blackburn Station and Alexandria Subdivision would be picked up at Hawthorne. The new line would operate directly into a new station located on Walkley road immediately South of proposed site for the Walkley freight yards.

Federal District Plan 5B - (revision of 5A) filed under Commission Plan No. R-3-36 dated January 1955 called for retention of the Prince of Wales Bridge over the Ottawa River and the C.P.R. Prescott Subdivision South from the bridge and crossing the City North to South. Interprovincial Bridge was to be eliminated and Union Station was to remain in present location for a period of 20 years after which it was to move to the Walkley Road site. Proposal to build the Duck Island Line was abandoned.

To retain Union Station in present location and with the elimination of the Interprovincial Bridge, it would mean that it would be a stub end station for the Canadian Pacific as well as for the Canadian National. To do so considerable track changes would be necessary and as a result of study conducted by Terminal Performance Committee C.N.R. Plan #155-10 dated July 15, 1954 was prepared for presentation to the Commission.

Summary of planning is contained in Minutes of 'National Capital Planning Committee' meeting of December 29, 1955. This document along with attachments provide a good overall picture of thinking up to that date.

The question of the Station and its location remained dormant until early 1959 at which time plan 5B was revived and again the question of relocating the Station to Walkley area came up. At the time the Railways objected to the scheme and preferred retaining present location for period of twenty years that had been outlined in Plan 5B.

On November 30, 1959, without prior advice to the Railways, the Prime Minister announced in the House of Commons that the Union Station would be relocated and that the new location would be at Hurdman between Russell Road (now Terminal Ave.) and Tremblay Road and South of Alta Vista Drive. Immediately thereafter the Commission started pressing for railway requirements in the new station. C.P.R. Superintendent, Smiths Falls and C.N.R. Superintendent, Ottawa conducted joint study of requirements, results of the study are contained in their report dated March 3, 1960.

Early in 1960 the firm of John B. Parkin Associates, Architects and Engineers, of Toronto, Ont. were retained by the Commission to prepare detailed plans and specifications for the new station, based on requirements set out by the Railways.

In January 1961 functional plans for the new building were presented to the Railways and the Commission.

The plan was considered far in excess of requirements and offered features to which Railway representation could not agree. These initial plans were revised a number of times between January and July 1961 and finally were rejected for various reasons.

In July 1961 "J" series of drawings were presented by the Architects and although space allotment was in excess of requests the drawings were relatively close to Railway thinking. There still remained certain undesirable features concerning traffic, parking, etc. However it was anticipated that these objections could be overcome by revisions.

In December 1961 Treasurer Board raised objections to the cost of new facilities at Hurdman and complete review was requested with the Treasurer Board wishing to make a grant of specified amount to the Railways and they in turn would build and equip the new facility at Hurdman. This suggestion has been turned down by the Railways and the project will continue with the John B. Parkin Associates as heretofore.

At this time it is considered that certain features of Railway requirements should be reviewed in the light of to-day's knowledge and thinking regarding passenger travel.

In addition some study should be made of possible staffing of the new facility in order to reduce requirements if possible. This review should be conducted before new specifications are presented to the Architects.

As a suggestion it might be well to consider a possible development of the Area by outside firm with station facilities made available to the Terminal Railway on a lease basis. Such plan could be along the lines of Place Ville-Marie in Montreal or the London, Ont. scheme. The Commission might be receptive to such a scheme. Capital outlay by the Commission could be minimized as well as Operating and Maintenance costs by the Railways.

Construction schedule called for a start on the building January 1, 1962.

TRAIN SHED AND PLATFORMS

Platform arrangement that has been agreed upon for the new station contemplates a sequence of narrow platform on one side of the track and a wide platform on the opposite side. Purpose of this arrangement is to provide platforms for exclusive use of passengers and the wide platform for servicing purposes as well as the handling of baggage mail and express. The wide platform would also allow for use of highway vehicles direct to the trains if desired. This would be extremely important should we at anytime resort to the use of containers in handling of mail or express.

Platforms are to be designed in such a fashion that all services will be enclosed in ducts, that is, electrical services, water and steam.

Insofar as train shed is concerned several suggestions have been advanced regarding size of the shed, type of construction etc. Consensus of opinion at present is for a building approximately 1,000 feet in length covering tracks 1 - 2 - 3 - and half of track 4. This would cover two passenger platforms and two service platforms. Butterfly canopies would extend from the main building at either end over the passenger platforms thereby covering them for the full length.

Along with series "J" drawings for the Station, Parkin Associates gave estimate and suggested type of construction for the train shed. It was to be a concrete structure of elaborate construction both above and below soil level. In addition, it required supports in the servicing platforms a feature the Railways wished to avoid if at all possible. Cost of the structure was estimated to be approximately \$1,300,000.00. Both Railways expressed the opinion that this type of building was too elaborate and suggested that the possibility of a metal building could be explored.

At the request of the Commission both Armco Drainage and Metal Products of Canada Ltd. and T. L. Smith Construction Company Ltd. representatives of Butler buildings submitted suggestions from their standard building plans which would meet all requirements including complete spanning of service platforms. Estimates of cost of such structure vary from \$2.26 to \$2.86 per square foot indicating a total cost of approximately one third of the estimate for the concrete structure.

Construction of the phase is to be concurrent with the construction of the station building and station yard trackage.

POWER PLANT BUILDING NEW STATION

Some work has been done on the planning of power, steam and water requirements for the new facilities, however to date no definite plan has been laid down. Work so far has been to estimate requirements. No doubt it is desired to install these services at time of construction consequently immediate steps should be taken in this connection.

Steam - In addition to requirements for the heating of buildings in the area, it will be necessary to set out steam connections throughout the station yard to protect the heating of passenger equipment. Outlets will be necessary on all tracks because even the running tracks will, to some extent, serve as storage tracks.

Steam for car heating purposes will be required at both the C.N.R. and C.P.R. Merchandising Centers and consideration will have to be given to supply. Main plant could be extended to these areas or we could resort to small plants in each building which would take care of individual requirements.

Consideration must also be given to snow removal and the proximity of snow dumps. We may be well advised to provide snow melting pits at convenient locations in the yard.

Water Supply - Here same as for steam water supply will be required throughout the yard for servicing purposes. Provisions must be made to supply diesel units and steam generator requirements at both ends of the yard as well as at locomotive storage tracks. Merchandise Buildings should be on an individual supply basis.

As there will be considerable landscaping between the front of the station building and Tremblay Road, consideration should be given to suitable sprinkler system for the lawns, gardens, etc.

To date no plan has been provided for water services.

Electrical supply - Equipment requirements at present vary from 32 volts, 64 volts, 110 volts and 220 volts using both A.C. and D.C. power. Consideration should be given to the possibility of reducing the variety and supplementing minor requirements with portable machines as the trend to-day in equipment is more and more towards the use of 220 V. A.C.

Electricity must be available in suitable outlets throughout the yard same as for water and steam.

Consideration should be given to a system of flood lighting switching leads at both ends of station yard also of the full length of servicing tracks.

Another feature would be to provide undercarriage lighting at specific locations on tracks 3 and 4 that will accommodate the through trains. This lighting would be for inspection purposes and would serve to reduce station time on these trains.

Here again no definite proposal has been made as yet.

Another service that should be provided throughout the yard is a talk back communicating system as all yard switches will be C.T.C. controlled. This feature should be planned at the same time as other services and included in the overall duct system.

Ice requirements both for drinking and air conditioning purposes will also have considerable influence on the type of plant to be provided, therefore definite study should be made in this connection.

Until the plant space requirements of these various services are determined, it will not be possible to arrive at definite plan for the Power Plant Building.

CAR REPAIR BUILDING UNION STATION

Requirements for this building have been determined by Equipment Supervisors and are contained in Plan #8-2319 prepared in Special Engineer's Office, Ottawa.

This building, in addition to providing required space for car repair and office also provides living quarters for crews away from home and locker room for yard crews. In the event that living quarters could be included in the station proper, where they were originally intended, this building could be reduced to one floor and type of building changed considerably thereby reducing both the Capital and Maintenance cost.

If crew quarters are provided here consideration should be given to the installation of air conditioning in the living quarters in order to reduce noise, dust, etc.

POSTAL AND EXPRESS BUILDING

National Capital Commission have suggested locating this building immediately across Terminal Ave. from the C.N.R. Merchandising Building. So located, it would be situated near the West end of station yard on opposite side of the yard from the station. No plan has been completed for this building.

The purpose of the structure would be to meet requirements set out by Postal Authorities and included in Item 25 of Superintendent's report of March 3, 1960.

The "Express" feature of this building is to meet a requirement set out by Canadian Pacific Express, it is to serve as storage location for traffic to and from trains, prior to or after processing in their Merchandise Terminal. No public access is considered for this location.

No plan is available for this building other than its location which is shown on the National Capital Commission's "Passenger Terminal Location Plan" dated October 19, 1961.

In original sketch suggestions prepared by the Canadian Pacific Railway these requirements were shown as small wings at either end of the main station building.

This location was not favoured as it presented a traffic problem with express and postal trucks using the principal artery to the new station. In addition the Commission objected to the trucks in the station area. As a compromise, it was decided to locate these services in separate area leaving the station itself to serve passengers only.

C.N.R. MERCHANDISE BUILDING

Present C.N.R. Freight Shed situated at the corner of Terminal Ave. and Alta Vista Drive is to be modified to accommodate express traffic and eventually develop into a Merchandising Center. This building along with associated trackage will eventually be the only independent C.N.R. entity in the City of Ottawa.

Two plans have been prepared for the conversion of this building. First was the result of a study completed by "Freight Terminals Analysis Team, Work Study group, Department of Research and Development" and detailed in their report dated May 29, 1961. This plan contemplated a shed with mechanical handling method incorporated in the construction of the building.

The second plan prepared under the direction of Co-ordination Officer, Mr. R. A. Rollo was necessary due to the rejection of the first plan as being uneconomical and in excess of requirements. This second scheme is shown on Plan #8-78 prepared in Special Engineer's Office and explained in report dated September 20, 1961 from Office of Co-ordinating Engineer - Department of Highway Service - Montreal, Que.

Office requirements in the new building were proposed by Work Study Section, Montreal, Que. and approved by Rideau Area and are shown on Work Study Section sketch dated October 26, 1961 and revised Special Engineer's Plan #8-78 dated December 5, 1961.

It is now understood that Ottawa is presently being considered as a Master Agency and if so, we may be well advised to take a second look at the office feature to determine if present proposal would lend itself to the requirements of a Master Agency.

It was the wish of the Commission that this building be constructed starting August 1, 1961.

C.P.R. MERCHANDISE BUILDING

Very little is known regarding this building apart from the fact that it is to be located South of the C.N.R. building and between it and the Alexandria Subdivision C.N.R.

The function of the building is to be much similar to the C.N. Center and will accommodate L.C.L. freight, express, highway services and piggybacks.

I am told that no definite plans are available as yet for this center and none have been filed with the Commission.

This building was slated for construction starting November 1, 1961.

JOINT YARD OFFICE AT WALKLEY

It is anticipated that with the joint yard at Walkley additional yard office space will be required to meet the additional work resulting from operation of Canadian Pacific trains into the yard. Present building was constructed in such a fashion to allow an addition on the East end and in so doing the operators office falls in middle of the building thus offering good balance. To date Canadian Pacific have not set out their suggested requirements, when this is done a joint study should be made to consider staffing of the new facility and overall requirements.

One feature that should be given consideration in the study is the parking of employees vehicles. This has been a source of complaint from the organizations in the past and with the increase in personnel which will result from the joint operation, provisions should be made at this time for a well organized and controlled parking area. Electrical motor heating outlets should be made available for road men and fair parking rates established.

Construction date for Walkley buildings was originally set for September 1, 1961.

CAR & LOCOMOTIVE REPAIR BUILDINGS WALKLEY

This question has been treated on to some extent in section treating on Walkley Yard.

It is expected that sketch plan showing functional design of the new facility will be ready for approval within the next six weeks. The new facility will ~~make~~ as much use as possible of the existing car repair buildings at Walkley. Present area is in excess of anticipated requirements therefore, Engineman's crew quarters, and various other functions which are now housed in small separate buildings located at various points in the yard will be incorporated into this one building. In this respect a preliminary study of Terminal Maintenance Forces should be conducted to determine space requirements.

Present buildings were designed by C.N.R. staff and the Commission expect that the Railways will again provide the design for the new building.

Consideration must be given to the question of ice storage at Walkley to meet freight car requirements and this should be a part of overall study of ice requirements for the Terminal Company.

This building along with others required at walkley were originally slated for April 1, 1961 construction date.

NEW STATION AT OTTAWA WEST

Present Canadian Pacific station at Ottawa West is located on Carleton Place Subdivision at Bayview Road. At present this station serves residents of the Western portion of the City for both the Toronto and North shore traffic. When relocation is completed, Toronto traffic will no longer operate in this vicinity, however, the location will still be important to North shore traffic and the Canadian Pacific have requested a new station in the vicinity of Somerset Street. This building would be within the limits of the Terminal Company.

Space requirements for this facility would be strict minimum as station would serve only as shelter for passengers entraining and detraining there.

Canadian Pacific have looked into the possibility of moving present building to the new location, but found the project to be too costly, furthermore present station has floor area far above anticipated requirements.

Construction schedule of this building has not been set to date nor have plans been prepared for it. This building will not be required until operation commences in new Union Station.

C.N.R. GARAGE BUILDING

At present the C.N.R. garage is situated at 363 King Edward Street and maintains a fleet of 65 vehicles. This location is too far from the new operation and it is the intention to relocate the garage immediately South of the new Merchandise Building as shown on Special Engineer's Plan #8-78 revised to December 5, 1961.

Road Transport Department are in the process of developing detailed plans for the building. Once relocated, the property at 363 King Edward Street would be surplus and could be sold.

Construction of this building could proceed at any time. The Commission would have to approve the appearance of the new building.

Traffic diversions resulting
from implementation of the National Capital
Commission's Railway Relocation Plan.

First traffic diversion resulting from Railway Relocation Plan was brought about by C.N. abandonment of its Bank Street Line. In order to serve industries located in the C.N. Chaudiere Yard area, it became necessary to operate its transfers between Walkley and Chaudiere yards via the C.P.R. Prescott Subdivision from Walkley Diamond to Gladstone Ave. a distance of approximately four miles. This operation on the Prescott Subdivision commenced on August 3, 1961.

Order in Council No. 1961-915 dated June 22, 1961 confirmed letter agreement between Vice-President St. Lawrence Region C.N.R., Montreal, Que. and Vice-President and General Manager, C.P.R., Toronto, Ont. covering joint operation on Prescott Subdivision C.P.R.

Board of Transport Commissioners Order 104871 June 26, 1961 authorized discontinuance of service mileage 1.66 (Bronson Ave.) to mileage 2.5 Former Renfrew Subdivision.

Board of Transport Commissioners Order 105077 July 17, 1961 authorized track changes at Gladstone Ave. C.P.R. Prescott Subdivision to permit joint operation.

Board of Transport Commissioners Order 106461
December 6, 1961 authorized operation on new connecting track
between Walkley Line and Prescott Subdivision.

All costs incurred due to this rerouting of trains
are the responsibility of the Commission.

Charges resulting from the operation of C.N.R. trains
on the Prescott Subdivision of the C.P.R. are compiled in line
with provisions set out in the C.N.R. - C.P.R. General Detour
Agreement dated March 2, 1959 and are the responsibility of
the Commission.

Abandonment of that portion of the former Renfrew
Subdivision between mile 1.66 and 2.5 was effective August 3,
1961.

HURDMAN WYE DIVERSION

During the coming summer it will be necessary to abandon C.N.R. wye tracks between Riverside - Deep Cut and Main Street in order to free right of way for Queensway construction. To meet train turning requirements of present Union Station scheme shown on Special Engineer's Plan No. 5-83 dated February 9, 1962 - will have to be implemented.

This scheme provides for temporary abandonment of operation on Beachburg Subdivision C.N.R. from mile 0.6 to Smythe Road mile 1.70. This will permit raising of the Beachburg trackage to the level of the new station trackage. Portion of the Beachburg Subdivision from mile 0.5 to 0.6 will be connected to the C.P.R. Sussex Subdivision which is adjacent to the Beachburg Subdivision and to the East. A new connection will be constructed between the Alexandria Subdivision mile 133.41 running westward and join the C.P.R. Sussex Subdivision west of Hurdman Diamond. So constructed, this will form a new wye.

Joint operation will be necessary on C.P.R. Sussex Subdivision for a distance of approximately 1.1 miles.

New wye along with operation on Sussex Subdivision will be fully signalled with power switch operation. Control for this installation will be located in Hurdman Tower C.P.R.

Signal installation will be completed by C.P.R. signal forces. Track rearrangements will be made by Commission forces.

Letter Agreement similar to that covering operation on Prescott Subdivision and Order in Council will be necessary in the instance. Board of Transport Commissioners order will be required to authorize operation on new trackage as well as Board of Transport Commissioners Order permitting abandonment of former Renfrew Subdivision from Deep Cut mile 0.0 to mile 1.66.

This work will have to be completed by September 1, 1962.

Costs of diversion should be on the same basis as for joint operation on Prescott Subdivision.

C.P.R. MONTREAL & OTTAWA SUBDIVISION DIVERSIONS

As work progresses on the New Union Station, it may be found necessary to remove that portion of the Montreal and Ottawa Subdivision situated between St. Laurent Blvd. and Deep Cut and which crosses the new station site. This diversion could be a necessity as early as November 1, 1962.

This diversion could be met by diverting the C.P.R. trains over the new Hawthorne connection that will be constructed this spring thence on Alexandria Subdivision from Hawthorne to Deep Cut and Ottawa Union Station. C.P.R. freight trains would use the same route except that they would proceed to the C.P.R. Sussex Subdivision via the new West leg of Wye at Hurdman.

No track construction would be necessary to meet this detour as new trackage built for other purposes prior to this detour would be utilized. However, to control movements in the vicinity of Hawthorne, it would be necessary to include, at least a portion of the new Hawthorne connection in present C.T.C. panel in Union Station.

Operating charges of the detour would be the responsibility of the Commission.

The only other diversion that can be foreseen at this time would be the possibility of Canadian Pacific Railway being forced off the Carleton Place Subdivision prior to commencement of operation in new Union Station. The reasons for such a diversion were treated on in section explaining the Bells Corners Connection.

In the event this diversion became necessary no track changes other than construction of the Bells Corners Connection and possibly a new connection at Ellwood would be necessary.

Should this diversion take place, the Commission may choose to purchase the Beachburg Subdivision between mile 0.0 and 12.4 immediately rather than pay the detour charges.

Miscellaneous projects associated
with the National Capital Commission's Railway
Relocation Plan.

C.N. COMMUNICATIONS

As a result of abandonment of Railway trackage and Right of Way West of the Rideau River, C.N. Communications automatically lost their right of way into the heart of the City where their Communications building is located at the corner of Sparks and Metcalfe Streets. The Company desired to remain at this location however, were willing to relocate a portion of their operation, known as the repeater station providing this was done at the expense of the Commission.

As a result of negotiations with the Commission and C.P. Communications, it has been decided that the repeater stations of both Communications Companies would be located in a suitable building located on new station property adjacent to Terminal Ave. and close to the East end of the new station yard. As it was desired to conduct an expansion program at the same time the cost of the new building is to be portioned between the Commission and the Communications, former will be responsible for comparative area to what is now occupied by each Company and that latter will be responsible for the expansion factor of each.

Insofar as cable and lines are concerned the Commission will be responsible for providing new routes, duct systems, and cables comparative to the systems and capacity that now exist and Communications will be responsible for any expansion worked into the new system.

Scheduling of this project is as follows: All duct work is to be completed in 1962 - Cable laying is to take place between January and June 1963 and from June 1963 to April 1964, transfer of inside plant is to be completed. New building is to be completed and ready for occupancy for June 30, 1963.

Engineering firm of De Leuw Cather & Company have been retained by the Commission to locate, design and supervise construction of the duct system.

Insofar as the new building is concerned, it will be designed and constructed by John B. Parkin Associates.

C.P. COMMUNICATIONS

As a result of abandonment of the Carleton Place Subdivision C.P.R. mileage 0.0 to 8.0, C.P. Communications loose their right of way in the Western section of the City and their underground distributing system which is based on Ottawa West station.

Their new system will follow the C.N. Beachburg Subdivision from Bells Corners to Wass thence the Walkley line to Hawthorne and former N.Y.C. to new repeater station which will be located on Terminal Ave. From that point to their Communications building at the corner of Sparks and Metcalfe Streets their lines will be contained in a new joint duct system which is being construction by the Commission and which will also carry the lines of the C.N. Communications.

Relocation of the C.P. Communications lines will be carried out to meet the scheduling outlined in previous project.

CENTRALIZED TRAFFIC CONTROL

As the Railway Relocation Plan contemplates common use of railway lines by the trains of both Railways and the Terminal Company when plan completed, an effective means of traffic control must be installed due to the increase in traffic.

In 1950 Agreement between the Commission and the C.N.R. which joined the Renfrew and Beachburg Subdivisions from Bells Corners to Deep Cut C.T.C. installation on the Beachburg Subdivision was a condition of agreement and the installation has been in operation since 1955. This system also includes the eastern approaches to Walkley yard and to Union Station from Hawthorne. This signal system is presently owned by the Commission and operated and maintained by the C.N.R.:

It is the intention that this system be expanded to include all of the trackage that will form the Terminal Company plus the relocated C.P.R. trackage in Hull, Que.

Canadian Pacific Railway, Regional Office Plan SK-26 dated June 27, 1960 shows the Terminal Company track layout and the proposal for signalling this trackage.

On June 15, 1961 a meeting took place in the offices of the General Railway Signal Company in Rochester, N.Y. between representatives of the Commission, the Canadian Pacific Railway, the Canadian National Railway and the Signal Company. As a result of the meeting detailed plans and estimates are being prepared by the Signal Company with the assistance of Signal Engineers from both Railways.

INDUSTRIAL RELOCATION

As a result of the Railway Relocation Plan, all industries now located on C.N.R. Bank Street Line, Hurdman Line and on Alexandria Subdivision West of the Rideau River are faced with loss of Railway service unless the industry is relocated in an area that will be rail served once plan has been implemented.

Insofar as Canadian Pacific is concerned, the same conditions will apply to industries located on Carleton Place Subdivision between mile 3 and mile 8 and eventually also from mile 0 to mile 3 on Sussex Street Subdivision from Bank Street to end of the line at Sussex Street and to some extent to industries located at Ottawa West.

In 1960 industries indicated in paragraph one were responsible for a total of 122,147 tons of rail traffic for C.N.R. alone. In addition considerable tonnage would result from industries that are C.P.R. served.

General feeling of the Commission to date has been to deny responsibility in this respect. No doubt a certain precedent was set by the 1950 Agreement that did not provide any indemnity clause and their thinking could be so influenced when referring to pending Agreements.

Railway Relocation is resulting in hardship to the industries concerned and places the Railways in the position of losing traffic to other means of transport without any possibility of regaining it.

At recent Agreements meetings, the subject was brought up and an endeavour made to include clauses that would protect both the interests of the Industries and the Railway. The Commission would not accept the clauses as written, however, have agreed to review the individual cases without giving any assurance that reasonable requests would be met.

At meeting held on December 1, 1961, a committee to study the question was suggested and later confirmed by the Railways. Members of the Committee are Messrs. J. L. McQuarrie of the N.C.C., G. D. Pogue of the C.P.R. and E. P. Burns of the C.N.R. Terms of reference for the committee are:

A - To acquire pertinent information on each company affected by the Relocation Plan.

B - To ascertain their particular problems. This information is now ready insofar as C.N.R. is concerned and it is expected that C.P.R. portion will be available shortly. This information should be fully reviewed prior to signing of Agreements in order that most difficult cases be spelled out in them.

It must also be noted that the Railways hold no land whatsoever on which industries could be located. All available land is controlled by the Commission and negotiations are handled by them thus placing the Railways in the awkward position of having nothing to offer an industry to induce it to located where it can be rail served. We should possibly consider negotiating for a parcel of land that could be turned over to the Railways for industrial development with the Railways setting the individual terms, either by sale, lease or otherwise.

STAFFING OF THE TERMINAL COMPANY

At the present time terminal staff of both Railways is approximately the following:

	<u>C.N.R.</u>	<u>C.P.R.</u>
↓ Yard staff (including yard Foremen and helpers)	114	65
↓ Locomotive and Car repair	74	52
Bridge and Building	15	9
Signals	4	2
↓ Enginemen (yard)	20	9
↓ Firemen (yard)	19	9
Stores	4	2
Agents and Operators	13	14
Maintenance of Way	18	41
↓ Station	52	-
↓ Switchtenders	17	-
Crossing watchmen	14	-
Investigation	14	7
Power Plant	<u>35</u>	<u>-</u>
TOTALS	413	210

All of the above will be affected by the setting-up of the new Company and it should be possible with the inter-gration of the roads to considerably reduce the total number of employees,

It would appear that the appropriate time is fast approaching when a study should be made to endeavour and establish basic staff requirements for the Terminal Company in order to permit maximum benefit from normal attrition over the next two and one half years and thus ease the transition from individual Railways to the new joint Company. It would appear that the less layoffs are necessary the more smooth will be the negotiations with the Labor Organizations.

At present, the C.N.R. employ 17 switchtenders and 14 crossing watchmen in the City. In the new plan no such employees will be required. A large number of these men are rehabilitation cases and every opportunity to place them elsewhere should be secured. It may also well be that during this period of two and one half years a certain number of these men could be trained for other jobs.

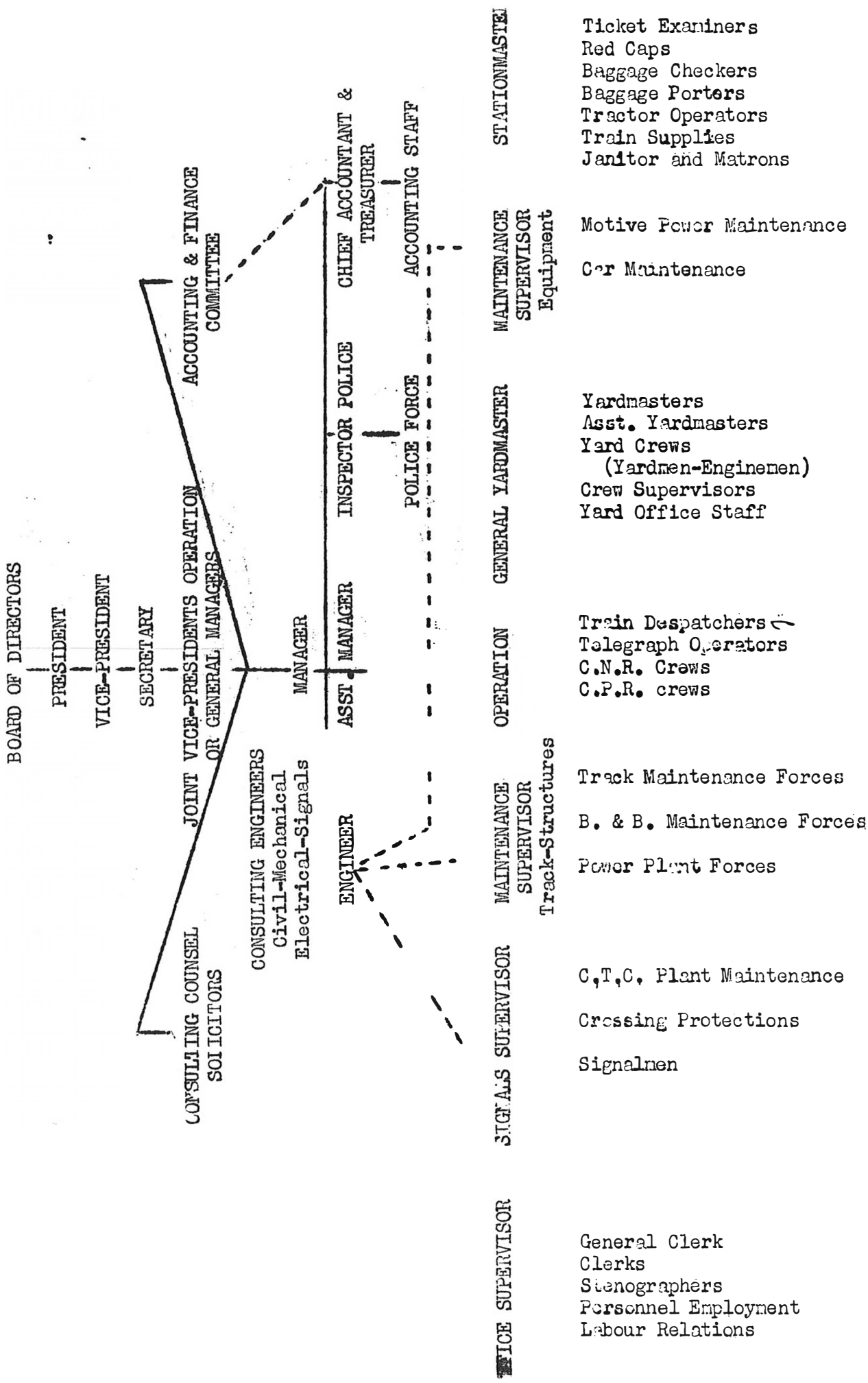
It would appear that the transition from individual Railways to joint Company will not occur from one day to the next but rather progressively in stages over the next three years and the most appropriate time will have to be chosen for each group therefore in order to accomplish this immediate start should be made in this direction. For instance, we may be well

advised to set up a basic signal group for the Terminal Company when construction is started on the Centralized Traffic Control System, in so doing, we would be establishing and training competent staff to carry on with the maintenance of the plant.

Another feature that will have to be gone into regarding the staffing of the Terminal Company is the conditions under which a C.N.R. or C.P.R. man would join the new Company, service, pensions, seniority, choice of alternatives, etc.

Administration staff of the new Company will have to be established and conditions set out for men who are on loan to the Terminal Company from the Parent Companies. This feature was looked at briefly in 1960 at which time following chart and descriptions were prepared:

Insofar as design of buildings and facilities is concerned, it is extremely important that we have reasonable knowledge of staff total in order that we do not under or over provide for them.



.. CANADIAN NATIONAL RAILWAYS
RESPONSIBILITY DESCRIPTION

Title - Manager
Reporting to - Regions - C.N.R. - C.P.R.
Office Location - Union Station

Responsible for:-

Efficient and economic operation of the Company.

Taking of authoritative action in the event of congestion, derailments, detours, floods, snow blockades, or any condition that interferes with efficient operation.

Budgeting, cost control and line responsibility for accounting.

Initiating and directing studies in connection with improvements in facilities to produce improved service and reduce costs.

Implementing maintenance programmes and establishing priorities in line with Company requirements.

Planning of operations and maintenance, also policy (non-executive) on matters pertaining to the Company.

Acting as liaison between Ottawa Terminal Railway, parent roads and others.

Maintaining contact with adjoining lines to ensure trains are handled in a manner to facilitate and expedite interchange movements.

Meeting with representatives of Federal and Provincial Governments, Board of Transport Commissioners, National Capital Commission, Cities and Townships.

Maintaining close contact with Industrial development, handling of traffic, condition of plant, traffic trends, etc.

Discipline, overseeing investigations, approving all educational measures.

Directing staff, safety and Operating Rule Organizations.

Authorizing staff requirements.

Directing training of Company personnel, appraising performances and assessing potential with a view to providing capable replacements for all supervisory positions.

Labour negotiations.

Public relations, in conjunction with Public Relations Departments of parent roads.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title .. - Assistant Manager
Reporting to .. - Manager
Office Location .. - Union Station

Responsible for:-

Day to day planning, operation and maintenance to obtain maximum efficiency and utilization of facilities.

Initiating action to expedite traffic movement in emergencies, such as derailments, detours, snow blockades, etc.

Maintaining constant check of train and yard operations, passenger terminal and general maintenance, to ensure that standards are being maintained.

Planning operations daily with subordinates, reviewing problems, progress and quality of work, and encouraging suggestions.

In conjunction with Engineer, implementing all maintenance programmes.

Assisting in the preparation of Company Budget and explaining significant variations.

Submitting recommendations for Capital Budget items.

Reviewing operational performance, analyzing and implementing or making recommendations for improvements.

Acting as liaison between Company and parent road merchandise facilities.

Keeping abreast of traffic trends, industrial development, public relations, etc.

Maintaining co-operative and courteous relations with firms requiring industrial switching, Labour organizations, as well as officials and employees of adjoining interchange lines.

Conducting investigations of serious accidents, rule violations, personal injuries, etc., and recommending disciplinary measures.

Dealing with employee grievances, disciplinary cases and discussing mutual problems, etc., with representatives of Labour organizations.

Conducting efficiency checks on rule, safety and signal observance.

Training of subordinates, checking performance and assisting with development programmes.

Preparation of Company Timetable.

Checking and authorizing non-productive time claims.

Ensuring that adequate motive power, crews and staff are available.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title Engineer
Reporting to Manager
Office Location → Union Station

Responsible for:-

All Engineering matters in the Company.

Ensuring that track, bridges, culverts, tunnels, structures, fueling plants, power plants, buildings, signal systems, crossing protection devices, trailers' sidings and other facilities, are designed and constructed effeciently and are in accordance with approved engineering and Board of Transport Commissioners' requirements. —

Ensuring that quality of maintenance is adequate.

Preparation, in conjunction with Assistant Manager, of Company Budgets including overseeing of Operations Budget.

Preparation of plans, estimates and necessary data, for Capital Budget appropriations.

Designing of facilities.

Ensuring that contracts undertaken by outside parties are completed in accordance with the terms of the plans and specifications.

Negctiations concerning construction and maintenance of private sidings, including preparation of detailed plans, estimates and agreements.

Negotiations, preparation of plans and descriptions for leases, easements, crossings and other privileges.

Insurance covering Company equipment and property.

Labour negotiations for all maintenance forces (track and structures).

Directing special studies in Operations, Maintenance, etc., at the request of the Manager.

Control of allotted funds, Transportation, Maintenance, Capital, etc.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title - Inspector of Police
Reporting to - Manager
Office Location - Union Station

Responsible for:-

Police prevention measures to protect premises from fire, theft and other depredations, also investigation of all matters referred to Police Bureau.

Investigation and securing of evidence in cases of theft, burglaries, forgeries and various other offences on Company property, including interrogation, and taking of statements from suspects and witnesses. Sound judgment and discretion must be exercised to avoid embarrassment to the Company resulting in charges of false arrest, etc.

Prevention and detection of crime generally against Company property, goods and materials, as well as towards travelling public and their property.

Preparation of reports covering all phases of investigation work relative to Police enquiries, prosecution, investigation of claims, complaints, etc.

Supervision of Police staff, allocation of duties, training, department discipline and cost control.

Good relations with patrons in order to promote good will and preserve Company business.

Co-operation with other law enforcement agencies effecting arrests, exchange of information and reciprocal assistance.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title - Office Supervisor
 Reporting to - Assistant Manager
 Office Location - Union Station

Responsible for:-

Reviewing, distributing or taking action on correspondence addressed to Manager or Assistant Manager.

Dictating correspondence on matters other than those personally handled by Manager or Assistant Manager.

Consulting with Manager to obtain decision as to action required on more complex matters.

Responsible for enquiries and handling of Government and Railways business cars.

Responsible for issuing instructions regarding special parties, special equipment, etc.

Responsible for all clerical staff in the Company, however, with direct supervision over office staff in main office only.

Responsible for training of clerical staff.

Acting as Personnel Officer, interviewing applicants for all positions and directing candidates to various supervisors.

Assisting Manager with Labour negotiations.

Responsible for efficiency of office staff.

Responsible for proper maintenance of files, staff records, and office records, also for Unemployment Insurance data, time reports, pension papers, passes, seniority lists, etc.

Proper procedures in the handling of charitable campaigns, savings bonds, and accounting for money collected.

Responsible for submission of requisitions for stores and stationery supplies.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title - Maintenance Supervisor, M.P. & C.N.
 Reporting to Assistant Manager
 Office Location Equipment Building, Union Station

Responsible for:-

Maintenance of all motive power and car equipment in Company area.

Supervision of emergency equipment at derailments.

Motive power and Car stores, also locomotive fuel supply.

Checking test equipment or Board of Transport Commissioners' requirements on locomotives and reporting on performance.

Submitting reports to Assistant Manager covering mechanical condition of locomotives and cars as determined by inspection and in operation.

When so directed will accompany locomotives (may include other territory).

Assisting Assistant Manager in selecting and ensuring proper supply of motive power available.

Training and qualifying Enginemen in the efficient and safe operation of locomotives and ensuring the proper handling of locomotives on trains and in yard.

Checking performance of Enginemen of the Terminal Company, also of all Enginemen within the boundaries of the Company.

Conducting investigations and assessing discipline to motive power and car staffs as well as technical aspects concerning Enginemen.

Assisting General Yardmaster or Assistant Manager with investigations involving Enginemen.

Conducting efficiency tests.

Classification of equipment requested by shippers.

Assisting General Yardmaster in assigning Enginemen, and regulating spare board.

Regulating M.P. and C.E. staff, authorizing overtime, etc.

Dealing with employee grievances, disciplinary cases and discussing mutual problems, etc., with representatives of Labour organizations.

Training of subordinates.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title	General Yardmaster
Reporting to...	Assistant Manager
Office Location	- Walkley Yard Office

Responsible for:-

Efficient and economical operation of freight and passenger yards.

Planning and scheduling daily yard operations, freight and passenger, including crew assignments.

Yarding of trains in proper locations to reduce handling and avoid congestion and delays.

Ensuring that industrial tracks are switched and serviced, all freight traffic received from connections moves promptly, O.C.S. and bad-order cars are promptly handled, cars are promptly scaled and dispatched, Interchange cars are pulled promptly and cars for Interchange are placed immediately, manifest and other trains are marshalled in accordance with instructions.

In conjunction with General Foreman and Assistant Manager, ensuring that adequate power and personnel are available at all times.

Discipline, Rule and Safety observance.

Working in close liaison with Merchandising Terminals, C.P. and C.N., to provide prompt handling of cars.

Diverting cars as directed.

Ensuring adequate supply of empty equipment to meet terminal requirements.

All car service matters in conjunction with Merchandise Terminals personnel and adjoining roads.

Training of yard personnel except Enginemen.

Ordering of emergency equipment when necessary.

Investigating mishaps, rule violations, personal injuries, personal conduct cases and recommending discipline.

Budgeting of Terminal operations.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title	Supervisor of Signals
Reporting to	Assistant Manager
Office Location	Union Station

Responsible for:-

Construction, operation, maintenance and repair of signal systems in Terminal Company.

Verification of plans and blueprints of signal installations.

Preparing signal budget and controlling expenditures accordingly.

Requisitioning of material.

Must meet with Board of Transport Commissioners, Provincial and Municipal officers to discuss crossing protection signals.

Ensuring that tests are conducted on all signals, interlocking plants, highway crossing protective devices, etc.

Selecting and training of staff and allocating duties.

Disciplining of signal staff, investigating rule infractions, etc., and making recommendations.

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title - Maintenance Supervisor - Track and Structures
 Reporting to - Assistant Manager
 Office Location - Union Station

Responsible for:-

The maintenance of track, roadbed, right-of-way, buildings and power plant.

Planning daily and long-range programmes.

Allocating work in each phase of his responsibility.

Ensuring that assigned work is carried out.

Disciplining and training of Maintenance Forces.

Protection of Railway property against encroachments of any kind.

Protection of Railway materials.

Carrying out inspection of highway protective devices and if defective, protection of same until repaired.

Carrying out necessary improvements as required and recommending construction of culverts, drainage, etc.

Organizing required patrols to look for defective track, bridges, culverts, fences, gates, etc., on Railway property.

Providing maintenance forces with complete tools and equipment.

Assisting in preparing Maintenance and Capital Budgets.

Controlling the issuance and use of materials as well as maintenance allotments,

CANADIAN NATIONAL RAILWAYS

RESPONSIBILITY DESCRIPTION

Title - Stationmaster
Reporting to - Assistant Manager
Office Location - Union Station

Responsible for:-

Efficient and courteous performance of station staff towards the public.

Ensuring that passengers board and baggage is loaded in proper trains before departure time.

Ensuring transfer of passengers and baggage from train to train.

Ensuring special attention to stretcher, wheel chair, crippled and blind passengers.

Trains having necessary equipment and kits.

Janitor service in station building, offices, etc.

Training and disciplining of staff.

Issuance of instructions regarding consist of trains, special parties, special trains, etc.

Ensuring liaison between station staff and Terminal Dispatchers, as well as Canadian Pacific and Canadian National Dispatchers.

Ensuring adequate station staff available at all times.

Ensuring the reporting for duty of crews operating out of Union Station.

Ensuring adequate taxi accommodation available for travelling public.

For the prompt and efficient handling of baggage and railway mail.

For cash collections and remittances of monies received from Baggage Room, parcel lockers, vending machines, etc.

Assessment and protection of baggage charges.

Protection of lost articles and return to owners.

Security of bonded baggage.

Overseeing all leased operations and functions in station.

INTERNAL ACCOUNTING

Internal Accounting of the Company is deeply involved in this complicated Relocation scheme and the following are some of the problems that can be envisaged at this time:

A - Retirement of former Renfrew Subdivision between Deep Cut and mileage 12.12. Remaining portion of this item is in progress at the present time.

B - Old Freight facility on Besserer Street has not been retired nor has any set up in Capital account been made for the new Freight facility on Terminal Avenue. This matter should be clarified and retirement progressed if necessary, while records available.

C-- Trackage serving old Freight Shed (tracks adjacent to the shed) have been retired physically but have not been retired, however, at insistance of Audit Office, certain approach tracks written off.. No Capitalization has been made for trackage at the new Shed on Terminal Avenue.

D - Land on which new Shed is constructed is still under ownership of the Commission, to be transferred to the Railway by the Tri-party Agreement. C.N.R. now responsible for taxes on this property.

D - To local knowledge, nothing has been set up in Capital Account for the South March connection. Land was purchased by the Commission, notwithstanding the specifications set out in Clause 4 of the 1950 Agreement F.D.C. - C.N.R. whereby the Railway was to purchase the necessary lands and retain title

to them. Present status of this connection should be ascertained. Trackage was constructed by the Commission.

F - Policy should be determined where the following retirements are concerned:

1 - Where land and all tracks etc. turned over to the Commission, free of charge, to be withdrawn from service, example Hurdman Line, Ottawa Junction to Rideau River.

2 - Where tracks and facilities only are to be turned over to the Commission, free of charge, and land to be retained by the Railway or sold separately to the Commission or others, example, the balance of the Hurdman Line.

3 - Where land only is to be turned over to the Commission or Terminal Company, free of charge, (trackage removed in progress of work or surplus lands).

4 - Where lands, tracks, etc. to be turned over to the Terminal Railway, free of charge, example Alexandria Subdivision, Hawthorne to Alta Vista Drive.

5 - Where land, tracks, etc. to be turned over to the Terminal Railway after Commission purchases half interest as agreed upon in Tri-party Agreement, example, Beachburg Subdivision mileage 0.6 to 12.4.

6 - Where Union Station and tracks etc., except land, to be sold to Commission at agreed valuation and withdrawn from service.

7 - Where C.N.R. Capital in Traders Sidings will be transferred to Terminal Company. (This is large item involving Industrial Avenue and Federal Areas).

G - Method should be arranged for prompt billing of the Commission's purchases through Canadian National. (This phase presently under discussion).

H - Finally consideration must be given to the system of Accounting that is to be adopted by the Terminal Railway.

RELOCATION PLAN CONSTRUCTION SCHEDULE

START OF PROJECT

1962

Walkley Diamond Connection

X Hawthorne Connection

Joint Yard Walkley

C.P.R. Prescott Subdivision revision

C.N.R. Merchandise Building and Team Tracks

St. Laurent Blvd. overpasses

Alta Vista Drive underpass

New Union Station

New C.N.R. Garage

Hurdman Temporary Wye

Joint Communications cable duct system

Joint Communications Building

Centralized Traffic Control System

1963

New Union Station Yard

C.P.R. Merchandise Terminal, Building and Yard

Belfast Road overpass

Train shed and platforms new Union Station

Power plant new Union Station

Car repair Building new Union Station

Postal and Express Building

Joint Yard Office walkley

Car and Locomotive Buildings Walkley

1964

Bells Corners Connection and Siding extension

Ellwood Diamond connection

Ottawa West Track changes and connections

New Station Ottawa West