

Local Railway Items from Area Papers - Gauge Change Cars

19/10/1868 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

The Montreal Witness says - The Montreal Car Wheel Works have contracted for 800 change-gauge wheels for a company in Kingston, who have contracted with the GTR to furnish 100 box cars. These cars will doubtless come into general use because they can be run on broad and narrow gauge. Mr. Shackell, of the GT is reported to be the patentee. One of this class was run on the GTR some five years ago, but, we believe, this gentleman was not the patentee of it. GT officials are great men for patents.

05/02/1869 Kingston Daily News Kingston (CN)

Gauge Change Cars

CE&MCo: This morning this company despatched from their establishment ten freight cars, being part of a contract of 100 with the National Car Company of Boston Mass. The cars are intended to run from Boston through to Chicago on the GT Line, and the difference in the gauges of the American and Canadian lines is overcome by a new and ingenious contrivance on the axle whereby the wheels are adopted to either broad or narrow gauge. This contrivance is very unique, and requires great accuracy of workmanship in the make.[A] The line of these cars is to be known as the 'Green Line', and is meant as an opposition to the 'Blue Line', already well known and established, its headquarters being at New York, and whose cars traverse the Great Western line, an additional rail having been laid down on that road to obviate the differences in the gauge, the cars not having the shifting contrivance of the axle tree of the present. The cars are very handsomely finished, being, of course, painted a fine bright green colour in conformity with their name, and during their stay at the depot at the foot of William Street, their fine appearance attracted a good deal of attention, and were the subject of much remark.

08/02/1869 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

THROUGH WITHOUT BREAKING BULK: A new device for through-freighting is now being put into operation on the Grand Trunk Railway. Last Tuesday morning (2-02-69) a train of twelve cars went west laden with merchandise for Chicago, St. Louis and other points in the West. These cars run through from Boston to their destination, be it St. Paul or Salt Lake City, adopting themselves to the different gauges on the route. The wheels are made to shift on the axle, to which they are perfectly fitted by means of the keep. When fixed to any required gauge, the wheels are retained in their place by keeps, which are easily withdrawn when it is necessary to change gauge. The contrivance is a very simple, ingenious, and apparently effective one. The right of the invention is patented, and held, we believe, by Mr. Yates of Brantford, and is worth a very large sum of money. The change of gauge is easily affected by with drawing the keys and running the cars on a siding of track inclining from broad to narrow gauge, or vice-versa. If this plan succeed, and its success can hardly be doubted, it will entirely supersede the very expensive device of a third rail. A large number of the class of cars in question are now being constructed, and doubtless we shall have(?) daily trains running to and fro from the seaboard and the Mississippi, and ere-long to the Pacific coast, with breaking bulk. The already very heavy through-freight traffic of the Grand Trunk must be incalculably increased by the success of the 'change gauge' cars, and the ability to make successful competition with other routes relatively enhanced. A principle application to the running gear of freight cars can also, no doubt, be applied to that of passenger coaches. We may reasonable expect very shortly to see the Pullman (sic. Pullman) Palace, and other cars, passing our doors from the Atlantic and St. Lawrence ports to the extreme western points of travel. Should the success we anticipate from the change gauge plan be realized a traffic already respectable will tax, if it do not exceed, the greatest capacity of a single line of rails, and gladden our breasts, we trust, of now despondent proprietors.
(from the Cornwall Freeholder)

08/02/1869 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

CHANGE GAUGE CARS: Ten more of the one hundred change gauge cars, under contract to be constructed here by the CE&MCo, for the National Car Company, were despatched from the city on Friday last (2-05-69) ... neat construction and appearance ... untended ... on the through line from Boston to Chicago and the Great West ...

[Kingston Daily British Whig:2-08-1869 & Kingston Weekly British Whig:2-11-1869]

23/02/1869 Kingston Daily News Kingston (CN)

Gauge Change Cars

CE&M WORKS: The third installment of freight cars for the 'Green Line' of the Boston Car Company, consisting of ten, were turned out by the Company today, and the others are in a state of forwardness. The cars remained for a short time on the track near the Company's premises, and their handsome appearance was the subject of a good deal of curiosity and remark.

25/02/1869 Kingston Weekly British W Kingston (CN)

Gauge Change Cars

MORE CARS: Another installment of ten cars for the Chicago and Boston "Green Line" were turned out of the CE&MCo Works yesterday.

02/04/1869 Kingston Daily News Kingston (CN)

Gauge Change Cars

CE&MCo: This company a few days since despatched ten additional freight cars for the National Car Company of Boston, which completes half the number of its present contract with that company. The cars were in every respect similar to those previously despatched, and the same pains have been taken in the make and finish.

28/04/1869 Kingston Daily News Kingston (CN)

Gauge Change Cars

CANADIAN MACHINE WORKS: the CE&M Works Company despatched this morning ten additional cars to the Boston Car Company, another instalment of their contract. The present cars are quite equal to those previously despatched, and are a credit to the company.

31/05/1869 Kingston Daily News Kingston (CN)

Gauge Change Cars

AMERICAN FREIGHT CARS: The CE&MCo this morning turned out ten additional freight cars for the National Car Company of Boston, making a total of ninety already completed for the firm, and leaving ten to complete the existing contract between the firms. The cars have given perfect satisfaction.

01/02/1870 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

MORE NEW CARS: Yesterday ten new box freight cars were turned out by the CE&MCo. This is the first instalment of 500 for the Canada Rolling Stock Company, (the) whole of which is rented by the GTR, externally resemble what is known as the Grand Trunk Standard Car, that is, the best description of car known on that road, and combining all the improvements which its experience has suggested ...

10/03/1870 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

CANADIAN ENGINE & MACHINERY CO: Prosperity is dawning anew on the operations of this company. They are building, at their works on Ontario Street, 300 box freight cars for the Canada Rolling Stock Company, the whole of which are to be delivered on the track of the GTR during this year. ... Five of the new box cars were turned out of the Works yesterday, complete.

28/03/1870 Kingston Daily British Whi Kingston (CN)

Gauge Change Cars

CANADIAN ENGINE & MACHINERY CO: ... About fifty of the freight cars of the Canada Rolling Stock Company are complete.

28/04/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

MORE CARS: Yesterday five fine new freight cars, out of the contract for 100 cars for the Canada Rolling Stock Company, were turned out of the CE&MCo's Works. They turn them out at a rate of one a day.

23/06/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

NEW CARS: Five more cars were turned out by the CE&MCo on the Canada Rolling Stock Company contract and left on the GTR.

07/07/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

... Five additional new cars for the Canada Rolling Stock Company were completed and sent off by the CE&MCo yesterday, from their foundry. This completes the first order of 150 cars, which has been supplanted by another for a similar number.

09/07/1870 Montreal Gazette Kingston (CN) Gauge Change Cars

CANADA ROLLING STOCK: Canadian Engine is building 300 box cars for the Canada Rolling Stock Co.

30/08/1870 Kingston Daily News Kingston (CN) Gauge Change Cars

The CE&MCo have just completed and despatched ... ten cars of revertible gauge for the Rolling Stock Company of Boston, being part of a contract for 150 cars.

13/09/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

GRAND TRUNK RAILWAY OF CANADA - A GLANCE AT IMPROVEMENTS (from the International Railway Guide) ... Several hundred new freight cars have been built by the Canada Rolling Stock Company, and leased to the GTR.

23/09/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

NEW ROLLING STOCK: Yesterday morning the new locomotive {likely GTR 284 #77} for the GTR left the CE&MCo's Works and steamed out on the city branch line. It is now on duty on the named line. Another instalment of five freight cars for the Canadian Rolling Stock Company, were also delivered over by the CE&MCo, and were taken out by the new engine.

08/10/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

CANADIAN ENGINE WORKS: Another locomotive, no.285, and two tenders for the GTR, together with the usual compliment of five freight cars, for the Canadian Rolling Stock Company were turned out of the CE&M Works yesterday.

21/10/1870 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CARS: Five new freight cars left the CE&MCo yesterday for the Canada Rolling Stock Company.

22/10/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

NEW CARS: On Thursday five new freight cars on the Canadian Rolling Stock Company contract left the CE&MCo's Works by the branch line, for the GTR.

01/11/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

NEW CARS: Five new freight cars, nearly making up the contract for the two hundred ordered by the Canada Rolling Stock Company, were turned out of the CE&MCo's foundry yesterday.

01/11/1870 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CARS: Five more box freight cars were turned out on Monday for the Canada Rolling Stock Company by the CE&MCo. The large contract for 300 cars will now be completed in two or three weeks.

04/11/1870 Globe and Mail St. Lawrence and Ottawa Gauge change

The St. Lawrence and Ottawa Railway company are making arrangements for a supply of "change gauge cars" for the carriage of heavy western Freight to the east and Ottawa. A pioneer car of this description was loaded with pork in barrel at Chicago on Saturday, and arrived at Ottawa on Wednesday without breaking bulk. It was a narrow gauge car when it left Chicago; it was widened on connecting with the Grand Trunk; on arriving at Prescott Junction it was again narrowed by a "pit" provided for the purpose; and then on to Ottawa, to be unloaded and make a return trip in a similar manner.

29/12/1870 Kingston Daily News Kingston (CN) Gauge Change Cars

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has just been completed, and the last batch of three cars will be turned out tomorrow for despatch to their destination. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowplows for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.

30/12/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has been completed, and the last batch of five cars will be turned out today. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowploughs for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.

06/05/1871 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

MORE ROLLING STOCK: (from the Belleville Intelligence) - The Rolling Stock Company of Canada has given orders for 500 freight cars and our enterprising townsman C.J. Sterling has the contract to supply prepared lumber for the cars ... over \$25,000 ...

15/11/1871 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

27/11/1871 Kingston Daily British Whi Kingston (CN) Gauge Change Cars

Five new freight cars for the Canada Rolling Stock Company left the CE&MCo's Works this morning for the GTR.

03/01/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CARS: The CE&M Works turn out their compliment [sic] of five box cars weekly for the through line of the GTR. The workmanship is excellent, the construction substantial, and in every respect the cars class with those of any eastern or western build.

23/02/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

The CE&M Works ... has never perhaps been more busily engaged than at the present time, and the future promises to be marked with a still greater degree of activity. During the whole of the winter season the work ... has progressed ... to complete contracts of an urgent and important character, most of the mechanics - and efficient staff - have been obliged to put in many hours overtime, not infrequently till midnight. The company holds combined contracts from the IRC, GTR and GWR, ... apart from a contract of one hundred and seventy-five changeable gauge box freight cars for the Canada Rolling Stock Company, one hundred and thirty of which have already been built and delivered. Two locomotives and thirty cars monthly are turned out.

03/05/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CONTRACT: The Canada Rolling Stock Company have contracted with the CE&MCo of Kingston for five hundred more cars, to be used on the GTR.

12/07/1872 Ottawa Citizen Kingston (CN) Gauge Change Cars

The Grand Trunk Railway authorities have recently issued a notice to the effect that the restrictions and difficulties existing hitherto at Port Huron, as regarded forwarding goods to the Western States, have at length been removed, and that the change of gauge cars of the Company enable it to ship goods, household effects, &c. to Chicago and other Western ports of entry without detention. All goods must be accompanied by an invoice and consular certificate, both of which are to be made out in triplicate.

23/08/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

THE CE&MCO: The usual weekly compliment of five cars for the Canada Rolling Stock Company left the CE&M Works today.

26/09/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

CE&MCO: ...Our local representative, ever true to his professional instincts, dropped in yesterday in quest for an 'item', and was informed that a new contract of one hundred box-freight cars, narrow gauge, for the Canada Rolling Stock Company were then being commenced, the first complement of five being in a partial state of construction.

16/10/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NARROW GAUGE CARS: The last compliment of four cars of the contract held by the CE&M Works for the Canada Rolling Stock Company (narrow gauge) left the foundry today for their destination. They were accompanied by one car of a contract of five hundred for what is termed the Canada Rolling Equipment Company (narrow gauge, too) for the GTRCo, the Machinery Works unable to complete the tender owing to the pressure of other business, have sublet four hundred cars to different other establishments, the whole of which are intended to be run on the American line and branches in Canada. ...

25/12/1874 Engineering Kingston (CN) Gauge Change Cars

The stock and effects of the Canada Railway Equipment Company, and also the Canada Rolling Stock Company, have been purchased by the Grand Trunk Railway of Canada. The purchase price was 1,300,000 dollars.

15/02/1875 The Times, Ottawa Canada Central Gauge change

Extract of public meeting. Intention to extend to Pembroke. Would build shops in Ottawa. The extension would be built to the narrow gauge and it was the intention to change the gauge of the CCR and B&O at the earliest possible date. Asked for bonuses from Ottawa and Pembroke.

09/03/1876 Ottawa Free Press Canada Central Gauge change

Trains will certainly be running to Pembroke next month. At least, so we are informed. We understand that it is the intention of Mr. Foster to alter the gauge of the whole line next year at the latest.

15/11/1878 Renfrew Mercury Canada Central Pembroke Gauge change

The first rails of the western extension of the Canada Central Railway were laid on Wednesday last, and the track is now in running order from where it branches off below the station to the lakeshore. Five new platform cars for the extension arrived here on Saturday evening last and as they are built for the "narrow gauge" they had to be hostled out to other cars to be brought from Brockville here. The Canada Central is, we believe the only wide gauge railway now in Canada, and it seems that it is the intention to change it to narrow gauge, which is the preferable one. The portion of the track already laid has two rails on one side so as to suit either gauge, but it is likely only a temporary arrangement. The bridge across the bay is now almost finished with the exception of the spans where the spaces are left streets, and Messrs. Murray are vigorously prosecuting the work of filling and cutting, which is very heavy along the main road. A great portion of the road further up is all graded and ready for the rails, which will likely be laid in a few weeks. Pembroke Standard.

18/04/1879 Renfrew Mercury Canada Central Gauge change

Tracklaying was commenced on the Western Extension C.C. R'y. on Wednesday, 9th inst. The track has the standard gauge, being 4 feet 8 1/2 inches wide. The engine "Nipissing" was out for the first time last week.

04/10/1879 Ottawa Citizen Canada Central Gauge change

The new proprietors of the Canada Central will shortly introduce the narrow gauge on their line.

09/10/1879 Ottawa Free Press Canada Central Gauge change

The new proprietors of the Canada Central Railway intend changing the gauge of the road. Mr. Worthington stated, while in the city the other day, that a portion of the work would probably be done this fall.

10/10/1879 Renfrew Mercury Canada Central Gauge change

A statement was prematurely made a few weeks since that the contemplated sale of the C.C. Railway to Messrs. Worthington & McIntyre had been actually effected; but it appears that the transfer of the road was not finally completed until Wednesday of this week, when, according to a despatch from Brockville, Mr. J.G. Richardson, president, was to resign, and Mr. Wm. Cassills, of Montreal, was to be appointed in his place. The road is to be changed to a narrow gauge at an early date. It is understood that the price paid by Worthington & McIntyre is \$2,500,000 - \$750,000 down. It is stated that the bonds are endorsed by the Dominion Government.

24/10/1879 Renfrew Mercury Canada Central Gauge change

Mr. Worthington was in Renfrew towards the end of last week, and spent some hours in inspecting the station grounds, for the purpose of making such improvements as will facilitate business at this point.

The old siding to Halpenny's shed, on the village side of the track, has been replaced. This will be a convenience long sought for by the merchants here, as hitherto the arrangements for loading and unloading cars have been very unsatisfactory. - It is further proposed to put a turning table at the spot from which the former one was removed, but the Sandpoint turning table will be left for use there.

The unusual amount of business now doing at this station renders these improvements both necessary and desirable. The people of Renfrew have long been promised a decent station building here, and it is hoped that even yet, this Fall, a neat brick Station building will be seen on the village side of the track.

We are informed, also that the Company propose early in the next month to change the gauge from Pembroke to Renfrew, so that the two engines and the rolling stock on the Western Extension can be utilized during the winter months; and that early in the spring the gauge will be changed throughout the length of the road. The present morning train from Brockville, instead of stopping at Sandpoint as at present, will be run through to Renfrew, where passengers for Pembroke will change cars, and proceed at once, to arrive there about 4 p.m. This is a move in the right direction, which will be duly appreciated by the travelling public.

14/11/1879 Renfrew Mercury Canada Central Renfrew Gauge change

The foundation is about completed for the new engine house which will be large enough to hold three engines at one time. The turning table, instead of being replaced at the former point, is being erected on the site where Halpenny's smaller shed stood, on the village side of the track. Further east, a tank of large dimensions is being constructed, and it is proposed to erect a wind mill for pumping the water to the road. The change of gauge to Pembroke will not be made until these improvements are completed, probably by the end of the month. The street leading from the Ottawa Hotel to the track, instead of diverging to the left, will cross the track, between the present station building and the long shed; a great improvement on former arrangements for delivering or receiving freight.

21/11/1879 Renfrew Mercury Canada Central Gauge change

Messrs. Thomas and H.R. Ridout, Government engineers, arrived last night at the Metropolitan Hotel from Ottawa to inspect the work done on the Canada Central Extension. - The Canada Central authorities have commenced sending their rolling stock to Kingston for change of gauge. Mo. 11 engine was despatched last week and No. 1 will follow this week. Pembroke Standard.

05/12/1879 Renfrew Mercury Canada Central Gauge change

We learn from a private correspondent that on Thursday of last week one of the engines used on the ballasting train of the Western Extension, being without either the engineer or fireman in charge of it, by some as yet unexplained cause, was started off. The engine ran with great speed about two miles into the gravel pit where several of the men narrowly escaped injury. The locomotive dashed into the cars on the track, damaging them, and then running into the bank, upset. The engine will have to be sent to the locomotive works for repairs. The loss will probably amount to several thousand dollars. An investigation will be made by the owners of the road, and the parties whose negligence caused the accident, will be made to bear the consequence of their carelessness.

Owing to the damage to one of the engines used on the Western Extension Construction, it is probable that the change of gauge of the line from this place to Pembroke will be indefinitely delayed. However, as soon as the necessary buildings, turning table &c., now in course of erection are sufficiently completed that they can be used, the contemplated changes in the running of trains to this village will be carried into fact. By this change, mails and passengers will reach Renfrew early in the afternoon. Already we hear of applications being made to secure dwellings by those employed on the trains; and no doubt this change will be beneficial to Renfrew in more ways than in the accommodation afforded to the public in running the trains direct to Renfrew, instead of Sandpoint as at present. We may also state that Mr. Baker visited Renfrew on Wednesday, for the purpose of inspecting the improvements now going on about the station, and was apparently satisfied with the progress made by the men employed on the different works.

06/12/1879 Ottawa Citizen Canada Central Gauge change

Renfrew Mercury - Owing to the damage to one of the engines used on the Western Extension Construction, it is probable that the change of gauge on the line from this place to Pembroke may be indefinitely delayed. However, as soon as the necessary buildings, turntables &c. now in course of erection are sufficiently completed that they can be used, the contemplated change in the running of trains to this village will be carried into effect. By this change mails and passengers will reach Renfrew early in the afternoon. Already we hear of applications being made to secure dwellings by those employed on the trains and no doubt this change will be beneficial to Renfrew in more ways than the accommodation afforded to the public in the running of trains direct to Renfrew. We may also state that Mr. Baker visited Renfrew on Wednesday for the purpose of inspecting the improvements now going on about the station, and was apparently satisfied with the progress of the men employed at the different works.

10/12/1879 Ottawa Citizen Canada Central Gauge change

Mr. McKinnon, Superintendent of the Canada Central Railway was in the City yesterday. He stated that the change of gauge of the line will be made in the early part of next spring and that the rolling stock is now being made for that purpose. The new gauge will be the same as that of the Grand Trunk.

12/12/1879 Renfrew Mercury Canada Central Gauge change

Between two and three hundred navvies working on the Western Extension above this town, were paid off Wednesday last by the contractors. This is bad time to be thrown out of work, and, as may be supposed, some of the poor fellows are pretty hard up. The dismissal at this time is not, we believe, because of a decision on the part of Messrs. McIntyre and Worthington to permanently curtail their staff but is mainly a result of the smash up of their construction engine on the Extension last week. Until a new engine replaces the one destroyed, the discharged men could not be employed to advantage on the works. Pembroke Observer.

24/02/1880 Ottawa Citizen Canada Central Gauge change

Without much noise or fuss the Canada Central Railway is steadily pushing on with the work necessary for the changing of the gauge into the narrow one. All the culverts between Sand Point and Pembroke have been altered.

27/02/1880 Renfrew Mercury Canada Central Gauge change

Two freight trains made up of twenty-five cars left the Renfrew station one day this week. The day of the change of gauge has been decided on, but we are as yet not at liberty to make it public.

06/04/1880 Ottawa Free Press Canada Central Gauge change

The change of gauge on the Canada Central is to take place on the 24th of the present month. Arrangements are about completed.

09/04/1880 Renfrew Mercury Canada Central Gauge change

We have been informed that the 24th, 25th and 26th of April are the days appointed on which to alter the C.C.R. to the narrow gauge.

The new engine, No. 12, for the narrow gauge of the C.C. Railway, arrived here on Wednesday evening, and is now in the engine house. The tender is also at the station, in readiness to be fitted up by the fitters, who were expected to arrive here last night from Ottawa, where they have been fitting up another engine. No. 12 will be in readiness to run between Renfrew and Pembroke by the time the gauge over that section is changed, on the 24th inst.

14/04/1880 Ottawa Citizen Canada Central Gauge change

The change of gauge on the Canada Central Railway will take place on the 24th of this month. This work will be done during Saturday night and Sunday. It is expected that the change will be made in this time, allowing trains to run on the Monday following.

17/04/1880 Ottawa Free Press Canada Central Gauge change

With a view making the change of gauge on the Canada Central somewhat sooner than was expected, an intention which the rapidly increasing mildness of the weather largely savors, the manager of the line is having spikes driven all along the track, at narrow gauge measurements.

23/04/1880 Perth Courier Canada Central Gauge change

Tomorrow night the change of gauge on the Canada Central will be commenced.

The new management of the Canada Central Railway are showing a good deal of vigour in running the road and equipping it. Regarding the rolling stock, the Recorder says:- About twenty new box cars for the C.C.R. are in the G.T. Railway Yard. They were built by the Coburg Car Works, and are nicely finished and very strong. The company are evidently bound to have the very best rolling stock that can be secured, and when the gauge is changed will be in a position to successfully bid for the increasing freight and passenger traffic.

23/04/1880 Ottawa Free Press Canada Central Gauge change

On Saturday evening next, after the express passes over the Canada Central, a party of men will commence to change the gauge. They will have to work all Saturday night and Sunday, in order to have it prepared for the train on Monday morning.

26/04/1880 Ottawa Citizen Canada Central Gauge change

A large force of men commenced, Saturday night, the work of changing the gauge of the Canada Central Railway. It is expected the work will be finished in time to allow the running of trains this morning.

26/04/1880 Ottawa Free Press Canada Central Gauge change

The change of gauge on the Canada Central Railway was effected since Saturday without any interruption to traffic, so excellent were the arrangements made for the performance of the work. The road was divided into three divisions. The section from Brockville to Carleton Place, including the Perth branch, was under the supervision of Mr. Baker, General Manager; the Ottawa section in charge of Superintendent T.A. McKinnon, while Mr. Jas. Worthington and Mr. Stephenson, roadmaster, managed the work on the Pembroke branch. Work was begun at Pembroke on Saturday morning after the departure of the express. Renfrew was reached at 7 p.m. The passengers and freight of the 4.30 express from Ottawa was transferred to narrow gauge cars at this point. Operations at Brockville, Carleton Place and Ottawa, could not be commenced until about half past ten o'clock Saturday night, owing to the Pembroke express being three hours late. Work was continued on the line without intermission until two o'clock yesterday afternoon, when the entire change was completed. Three hundred trackmen were employed. About 150 miles of track was changed in the work performed. The narrow gauge cars are new, and supplied with steam brake. Trains today are running regularly as usual.

27/04/1880 Ottawa Citizen Canada Central Gauge change

The Canada Central Railway change of gauge has been effected without interruption to traffic. The work was divided into three sections - the first from Brockville to Carleton Place, including the Perth branch, under the supervision of Mr. Baker, the second from Carleton Place to Ottawa under Mr. McKinnon, and the third under Messrs. Worthington and Mr. Stephenson, the Pembroke Branch. The work was completed between Saturday and Sunday morning, over 150 miles of track being changed. Three hundred hands were employed on the work. The narrow gauge cars are all new and have steam brakes. They comprise two elegant first class coaches and two second class do., baggage, express and mail cars. In the course of a few days the Company will run a special train for the benefit of press representatives.

28/04/1880 Carleton Place Herald Canada Central Carleton Place gauge change

On Saturday evening last, after the trains came to the junction, a great number of men also came on the train from Brockville, as soon as the track was clear, the men commenced to change the gauge along the track in each direction. They worked all night and the next day until they got it completed. A great crowd of men went up to see them commence work, some of whom remained with them until near midnight. On Sunday three express trains came to Junction from Ottawa, Brockville and Pembroke, all of which were new cars and Engines, that were built lately. They came to the junction about three o'clock, and remained until about eight, during which time the platform was crowded with people.

30/04/1880 Perth Courier Canada Central Perth Gauge change

On Saturday night and Sunday last the gauge of the C.C. Railway track was changed to the 4 ft. 8 1/2in. width. A large crowd had assembled at the Perth station to see the 'new departure' and criticize the appearance of the new train. A new and well finished engine and two Grand Trunk cars are used at present until the old cars are changed. Mr. P. Donegan, engine driver, had taken charge of the new engine, and on the signal being given, sent her off with as much ease as if it had been "The Tay", which had run so long and to which he had become very much attached.

The change of gauge of the C.C. Railway is now accomplished - the road throughout having been ready to run trains of the National gauge by Monday morning, the 26th inst., starting from all points at the usual time.

The work of changing the gauge was commenced on Saturday morning at eight o'clock at Pembroke immediately after the morning express left town. A train with a hundred men from the Western Extension had left Pembroke earlier in the morning and these men were distributed along the "line" to Renfrew in gangs of six for every two miles. These gangs were supposed to commence work immediately after the express passed their sections. Thus by ten o'clock the whole line from Pembroke to Renfrew was on the move. At Renfrew many villagers had collected to see "how it was done." The line from the West to Renfrew was all changed early in the afternoon, and a narrow gauge train from Pembroke arrived in Renfrew at six o'clock p.m. with the workmen on board. The 3.30 express south was detained at Renfrew, in order to distribute these men again along the line from Renfrew to Arnprior. Unexpected delays having occurred on some sections west of this place, it was considered necessary to allow the evening express from Brockville and Ottawa on the wide gauge, to proceed on to Renfrew, instead of, as originally intended, changing over at Arnprior, thereby causing no delay to passengers but a standstill of over four hours to the workmen. Otherwise passengers would have been delayed at Arnprior some hours. However, on the arrival of the evening train somewhat behind the usual time at this place, passengers changed cars and proceeded to Pembroke without delay, on a narrow gauge train made up of some eight cars; and about nine o'clock the men went to work again, changing the track from this place to Arnprior, which was accomplished early on Sunday. The same men were then distributed in sections to Carleton Place.

The change from Ottawa and also from Brockville to Carleton Place was commenced on Sunday morning, all being completed by Sunday evening.

The work from Pembroke to Carleton Place was under the supervision of Messrs. James Worthington and Wm. Stephenson; from Ottawa to Carleton Place, under that of Mr. T.A. McKinnon; and from Brockville to Carleton Place, of Mr. Baker. So far as we have heard everything passed off satisfactorily, the previous arrangements having been thoroughly complete. Gangs of men were procured from the Q.M.O. & O. and Grand Trunk roads, in addition to those taken off the Western Extension for the occasion.

In expectation of the change of gauge, there were more than the usual number of spectators who on fine days proceed to the Renfrew station to witness the arrival and departure of the morning train; and their curiosity on the point was gratified by the instantaneous commencement of the work as soon as the train from Pembroke drew up at the station. The track shifters at once sprang to their task, and proceeded to carry it out with a degree of vigour and speed which elicited the approval of the bystanders. There was also a considerable number of spectators to see the start of the first narrow gauge train carrying passengers for Pembroke, on Saturday evening, and notwithstanding, as before mentioned, the train from the south was somewhat behind time, many of them remained till after the change of cars had taken place and the train started northwards.

On Sunday night the workmen employed from Pembroke to Carleton Place returned to Pembroke, the train being made up of a G.T. first class car, and a second of the C.C., together with the cars used in conveying the men south.

On Monday morning the train was on time at this place, and the new cars were much admired. One person describing the grandeur of the cars, declared the light was greater inside than outside of the car. The cars are fine, surpassing any we have seen even on the American roads.

At present there is still a broad gauge engine in the Renfrew engine house. This, we believe, is to be placed on trucks and taken to Mackey's Station, it being the company's intention to run a temporary broad gauge track in constructing the Extension to Mattawa, which place they expect to reach before winter.

17/05/1880 *Ottawa Free Press**Canada Central**Gauge change*

Last week a broad gauge engine was taken up to Mackey's station on board the morning train from Pembroke. It is to be used for construction and other purposes above where the track is now laid to, as the track above Mackey's is, for the present, to be constructed to the broad gauge. Five or six broad gauge cars, to be used with the engine, went up on board the train here Saturday morning. The old engine that was wrecked on the extension last fall has been loaded on the cars and taken through Pembroke on its way down the line.

14/06/1880 *Ottawa Free Press**Canada Central**Gauge change*

The bustle and activity to be seen at the station on the morning of the departure of the regular train for Mackie's station is surprising. The amount of supplies for the railroad and the different stations on the line sent up every morning is very large. Tuesday morning last another broad gauge engine and some eight or ten cars of rails went up. The passenger traffic is also very large, the cars being crowded both on the departure and arrival of the train as by far the greater proportion of the men coming from the bush after a winter's work or going up to drive logs or timber, go up or come down by the train instead of the boat as they used to do. Pembroke Observer.

Also reported in the Renfrew Mercury June 18.

30/09/1881 *Renfrew Mercury**Canada Central**Gauge change*

The gauge of the Western Extension of the C.P. R'y., between Mackey's Station and Mattawa was changed on Saturday last and is now uniform width with this end of the line. This will be a great convenience to shippers, no doubt materially reducing the cost of heavy goods. If the company would only make some sensible running arrangements now, their road would be a real benefit to the lumber trade. As trains are at present run, unfortunately, the trade is nearly as much hampered as in the old steamboat days. There is no truth in the report that, with the change of gauge the Mattawa end of the road would be handed over to the Canada Pacific Railway Company by the contractors, Messrs. Duncan McIntyre & Co. This latter will run the section in question for yet an indefinite time. Pembroke Observer.