

Local Railway Items from Area Papers - Locksley Subdivision

19/10/1892 Ottawa Citizen Locksley

The people of Pembroke are anxious to have a branch line of the Ottawa, Armprior and Parry Sound Railway run into their town. The council have passed a resolution expressing their willingness to assist the promoters of the new road in every way that is possible in the construction of the desired branch. The general feeling is that it would be a great boon to Pembroke, and if it is carried through there is little doubt but that Douglas will be the junction of the main line and the branch. From this point to Pembroke, the distance is only about 18 or 20 miles.

23/01/1893 Ottawa Journal Locksley

ANOTHER RAILWAY SCHEME
Pembroke Capitalists to Build a Line to Tap the Parry Sound.

It seems evident the people of Pembroke are determined to have the benefit of the competition which the building of the Ottawa, Armprior and Parry Sound railway will bring about with the C.P.R. A company has been formed of Pembroke's leading citizens and a charter is to be asked for from the provincial and Dominion governments for the purpose of constructing a line of railway from Pembroke southward connecting with both the Eganville branch of the C.P.R. and the Parry Sound near the village of Douglas.

The new company is to be known as the Pembroke and Southern Railway company. It is the intention of the projectors to push the line as far south at least as Haliburton, and thus gain connection with the Grand Trunk system, and the lake trade at Orillia. A meeting was recently held in the office of J. G. Forgie, solicitor for the company in Pembroke, and a directorate named. This board consists of Thomas Murray, ex-M.P.; W. B. McAllister, ex-M.P.P.; F.E. Fortin, Thos. Hale, Alexander Gordon, J. A. Thibodeau, Alex. Millar, William Moffatt and Henry Jamieson.

It is understood that as soon as the necessary charter is procured the work of survey and construction will begin. From Pembroke to where it taps the Parry Sound is only some 23 miles, and the country through which it runs is all cleared and comparatively level, so that the construction can be cheaply done.

This is the line of railway outlined in THE JOURNAL some three months ago as necessary for the business of Pembroke and vicinity when it became a settled matter with Mr. Booth that he would not run a parallel line with the C.P.R. to Pembroke before turning south to the waters of Parry Sound.

21/07/1893 Renfrew Mercury Locksley Pembroke

A meeting of the directors of the recently reorganized Pembroke Southern Railway Company was held in the office of J.G. Forgie, Barrister, on Monday at 10 o'clock, a.m. There was a full attendance. The first business taken up was the election of officers, and resulted in Messrs. W.B. McAllister being elected President, Thomas Hale, Vice President, Alex. Millar, Treasurer, and J.G. Forgie, Secretary. It was resolved to open books for the subscription of stock, and close upon ten thousand dollars was taken up by those present. The Company are determined to push the enterprise with all vigor. - Pembroke Observer.

19/01/1894 Almonte Gazette Locksley Beachburg

At a meeting in Beachburg last week the rate payers of Westmeath township passed a resolution in favor of granting a bonus of \$35,000 to a railway to be built from Pembroke to Renfrew to connect with the O.A. & P.S. west and the O.A. & P.S. And Canada Atlantic East to Montreal.

23/02/1894 Almonte Gazette Locksley

The Pembroke Southern R.R.

The stockholders of the Pembroke Southern Railway Company held a meeting Friday evening at Pembroke, and decided to apply during the coming session for an amendment to their present charter, making their route from Pembroke to Renfrew instead of from Pembroke to Douglas, as it now stands. From the encouragement the company obtained from the different municipalities through which the road will run, work will likely be commenced early in the summer. From Westmeath came an offer of a bonus of \$30,000; the township of Ross \$15,000; Portage du Fort, \$5,000; and also an amount from the township of Horton. Besides this the company will procure the government bonus of \$30,000. The distance from Pembroke to Renfrew is thirty-seven miles.

16/03/1894 Almonte Gazette Locksley

The promoters of the Pembroke Southern Railway Co. have asked the Hon. J.G. Haggart, Minister of Railways for a subsidy of \$3,200 for their road. He promised to consult his colleagues on the subject.

04/05/1894 Renfrew Mercury Locksley

The people of the lower portion of Pontiac county are very anxious to get communication with Renfrew and its competing lines: and we understand that an effort is being made to secure a meeting of those interested in the Pontiac and Pembroke Southern roads, in order to see if the amalgamated forces could succeed in getting from the Government a bonus to aid in building the lines, which would probably unite a few miles from Renfrew. It is likely that representatives of the O.A. & P.S. and K. & P. railways - which are naturally interested in getting feeder lines - will be invited to a conference to be held at an early date in Renfrew.

17/08/1894 Almonte Gazette Locksley

Mr. Booth, of Ottawa, has bought the Moffat property in Pembroke and it is not known what use he intends to make of it. Some think it is intended for railway purposes, as he may run a branch from the Parry Sound road into Pembroke. Others surmise that he may build a mill in Pembroke.

01/11/1895 Ottawa Journal Locksley

It looks as if the Pembroke Southern Railway is to be built. The directors have sent out a party, consisting of Messrs. J.A. Thibodaux, F.E. Fortin and Thos. Mackle, of Pembroke, to locate this line through the township of Wilberforce, adjoining Pembroke.

08/11/1895 Renfrew Mercury Locksley

--Another year of two and the branch to Golden Lake connecting Pembroke with the Parry Sound Railway will also have been completed.--
Pembroke Observer.

15/11/1895 Renfrew Mercury Locksley

From the Pembroke Observer. The feeling with regard to the Pembroke Southern Railway is daily becoming firmer. This is not to be wondered at for should all else fail we have capital enough in the town to build the branch ourselves.

10/01/1896 Renfrew Mercury Locksley Pembroke

From the Pembroke Observer.

At the last meeting of the Bromley Township Council a resolution was passed that the representatives of both North and South Renfrew in the local legislature should oppose the proposed amendment to the charter of the Pembroke Southern Railway Co., empowering them to build from Pembroke to Golden Lake, there to connect with the O.A. & P.S. R., so as to secure a direct line to Toronto as, in the opinion of the Council, the chief trade of the Ottawa Valley is with Montreal.

03/04/1896 Renfrew Mercury Locksley Pembroke

From the Pembroke Observer.

A correspondent points out that it is really to get increased communication with the East and not simply to get communication with the West, that the people of Pembroke are seeking connection at Golden Lake with the Parry Sound Railway.

07/01/1897 The Equity, Shawville Locksley

The construction of the Pembroke Southern Railway is again being strongly agitated by the citizens of the above named progressive town.

10/03/1897 The Equity, Shawville Locksley

Several carloads of supplies for the construction of the Pembroke Southern Railway arrived at Golden Lake on Friday last. Mr. R.S. Poulin, of the firm of Russell, Poulin & Co., contractors, has been at Golden Lake for several days engaging teams to haul their supplies to Black Creek, where a large camp is under construction.

11/03/1897 Renfrew Mercury Locksley Golden Lake

The contractors for the construction of the Pembroke Southern are busily engaged in getting supplies on the ground at Golden Lake.

31/03/1897 The Equity, Shawville Locksley

The work of cutting out the rights of way on the Pembroke Southern Ry., is now under way. Three gangs of men are working at the rock cut at Black Creek, and one gang has commenced cutting out the right of way at Mr. John Roesler's. Grading will probably commence in about three weeks.

07/07/1897 Lanark Era Locksley Pembroke

Voting on their by-law to grant a bonus to the Pembroke Southern railway took place in Pembroke on Tuesday. The by-law was carried in all three wards of the town by large majorities, a total of 441 votes being polled, of which 330 were in favor and 102 against.

09/07/1897 Renfrew Mercury Locksley Pembroke

Pembroke, by a vote of 330 to 102, decided to grant a bonus of \$20,000 to the Pembroke Southern Railway. There was a majority in every ward.

30/07/1897 Ottawa Citizen Locksley

Preliminary steps towards the construction of the Pembroke Southern railway from Pembroke to Golden Lake on the O.A. & P.S. railway, will be taken today, when a party of engineers will leave the city to travel over the proposed route. In the party will be Mr. G.A. Mountain, chief engineer of the O.A. & P.S. railway and Mr. Thomas Hale of Pembroke. At Pembroke they will be joined by Mr. W. Russell and a couple of other gentlemen of that town.

Following the preliminary inspection of the route, surveyors will be sent out to locate the line, and the work of construction will be commenced immediately afterwards, probably in the course of a month.

The distance of the proposed line is twenty miles. It will run through a rich farming country which is pretty thickly settled. A large portion of the inhabitants are Germans.

When constructed, the O.A. & P.S. Railway Company will take over the management of the road. The run from Ottawa to Pembroke via the O.A. & P.S. will then be about the same as the C.P.R.

30/07/1897 Ottawa Journal Locksley

Mr. Geo. A. Mountain, Chief Engineer of the O.A. & P.S., Mr. Thos. Hale of Pembroke and Mr. N. Russell of Pembroke will begin a trip today over the proposed route of the Pembroke Southern Railway. After this trip of engineers the surveyors will be placed upon the route and the work of construction, it is expected, will immediately follow.

The proposed road will run twenty miles through good farming country inhabited principally by Germans. The road will be under the control of the O.A. & P.S. and it will make the distance to Pembroke via the O.A. & P.S. about the same as by the C.P.R.

30/07/1897 Renfrew Mercury Locksley

The Pembroke Southern

We are glad to learn that the indications of a breach amongst the directors of our local railway being healed at the meeting held last Wednesday evening. A meeting of the company is called for Tuesday, August 17th, at 3 p.m., when the election of Directors of the company will take place. We understand that \$78,000 worth of stock has already been subscribed by the promoters in amounts of not more than \$10,000 each. Pembroke Standard.

04/08/1897 Ottawa Free Press Locksley

The proposed line from Pembroke to Golden Lake on the Parry Sound railroad will be an easy one to construct according to Engineer Mountain. The land through which it runs is all good for farming, and a number of Germans are already settled thereon.

10/08/1897 Ottawa Citizen Locksley

It is reported, says the Eganville Enterprise, that the engineers of the Pembroke Southern Ry. will find it very difficult to get a passable route over the mountain at Black Creek. The men who have been prospecting a route from Killaloe to Pembroke have returned and claim to have found a perfectly practicable route, and that though the distance by it from Killaloe to Pembroke would be two miles longer than from Pembroke to Golden Lake, yet the cost of building the line would be less as they would have fewer difficulties to contend with.

05/09/1897 Renfrew Mercury Locksley Pembroke

On Monday of last week the directors of the Pembroke Southern Railway Company met and elected the following as the officers of the Company:- President, Mr. Thos. Hale; Vice-President, Mr. Thos. Murray; Secretary, Mr. J.A. Thibodeau; Treasurer, Mr. C. Chapman; Solicitor, Mr. J.G. Forgie. - Standard.

07/09/1897 Ottawa Journal Locksley

The survey of the Pembroke Southern Railway Company is almost completed and the contractors may yet be put to work this fall and a portion of the road completed. It is said negotiations are on for the purpose of inducing the Bancroft and Irondale Railway to extend their line to Golden Lake, thus giving Pembroke an almost direct connection with Toronto.

10/09/1897 Renfrew Mercury Locksley

Pembroke. Mr. Russell and his staff are now within six miles of the town with their survey of the Pembroke Southern Railway, and it is expected that the survey will be completed this week. Standard.

16/09/1897 Ottawa Journal Locksley

Yesterday the survey of the Pembroke Southern Railway from Golden Lake to Pembroke was completed. The company have not yet decided whether they will go on with the work of construction this fall or wait until next spring. They are determined, however, to complete the road within a year.

02/10/1897 Ottawa Journal Locksley

Pembroke - officials of the Ottawa and Parry Sound Railway propose to build their line into Pembroke. They are at present negotiating for the purchase of the right of way. Two entrances into the town have been surveyed - one along the eastern bank of the Muskrat river and the other through the Mackay farm in the west end but it is not yet known which route will be adopted.

The Pembroke branch will be built from Golden Lake - about 30 miles from town,

Mr. J.W. Smith, private secretary to General Manager Chamberlain of the O.A. & P.S. Ry. stated to a Journal reporter today that it was not the O.A. & P.S. that was procuring the right of way but that the O.A. & P.S. would likely lease the road when completed.

18/10/1897 Ottawa Citizen Locksley

Tenders for the construction of the Pembroke Southern railway are being called for.

22/10/1897 Renfrew Mercury Locksley Pembroke

Tenders are being invited for the construction of the Pembroke Southern Railway.

18/11/1897 The Equity, Shawville Locksley

The directors of the Pembroke Southern Railway Company met last week to open the tenders for the construction of the road from Pembroke to Golden Lake, of which there were five. All the tenders were higher than anticipated. No action was taken.

19/11/1897 Renfrew Mercury Locksley Pembroke

The directors of the Pembroke Southern met last Wednesday to open tenders for the construction of the road. All the tenders were higher than anticipated. A committee was appointed to report at a meeting this week.

22/12/1897 Lanark Era Locksley

The Pembroke Southern Railway Co. have run across a snag, and it is doubtful now when the road will be built. Some ago the contract for the construction was awarded to Mr. Fowler, of Arnprior, at \$10,000 per mile, and it was supposed that the work would be pushed to completion as soon as possible. It now transpires that Mr. Fowler is unable or unwilling to furnish security for the due performance of the contract; end negotiations between him and the company are off. It is now generally believed that the contract will be awarded to W. Russell & Co., Pembroke.

24/12/1897 Renfrew Mercury Locksley

Over a week ago it was announced with a big flourish of trumpets in the Arnprior and Ottawa papers, that Mr. James Fowler, ex-United States Consul at Arnprior, had secured the contract for building the Pembroke Southern Railway. The fact was that Mr. Fowler was awarded the contract, provided that he could find sufficient security, and was given a certain time to provide it. When that time came he had not got the security, and a further extension was given him. The directors met on Monday evening but Mr. Fowler had not the security, so negotiations with him fell through. We understand that a special meeting of the shareholders will be held some time in January to consider the tender of a local firm, W.H. Russell & Co.

11/01/1898 Ottawa Journal Locksley

Pembroke Jan 11. The shareholders of the Pembroke Southern accepted the offer of W. Russell & Co. yesterday in reference to the building of the road. To the effect that the shareholders accept their investment plus ten per cent and assign their shares to Russell to build and operate the road for 25 years.

19/01/1898 Lanark Era Locksley

The Pembroke Observer of last week contained a column of correspondence re the awarding of the contract for the construction of the Pembroke Southern Railway to Russell & Co. Mr. Thos. Murray, President of the Pembroke Southern Railway Co., states that the directors were not unanimous in awarding the contract to Russell & Co., and that, in his opinion the tender of Mr. Fowler was much superior. He also states that, in order to secure the contract Russell & Co. purchased the shares of most of the directors and shareholders so that their names appeared for 1345 shares out of a total of 1720

21/01/1898 Almonte Gazette Locksley

The contractors for building of the Pembroke Southern R.R. expect to have trains running to Ottawa next fall.

21/01/1898 Renfrew Mercury Locksley Pembroke

At a special general meeting of the shareholders of the Pembroke Southern Railway, held on Monday afternoon, the action of the directors in accepting the tender of W. Russell & Co. for the construction of the road was ratified and the president and the secretary were authorized to execute the contract, by a vote of 1,435 to 285 shares, which will be seen was a very decisive vote. The contract calls for completion of the road within one year from the signing of the contract and that it is to be operated by the contractors or they are to procure the same to be operated as a line independent of the C.P.R. for a period of at least twenty years. Our young townsman, Mr. W. Russell, C.E., is to be heartily congratulated on his securing the contract for the building Pembroke's first local railway. He has associated with him alderman S.R. Poulin, C.E., of Ottawa, who besides being a civil engineer of some repute, is a railroad builder of some experience.

22/01/1898 Ottawa Free Press Locksley

The Pembroke Southern railway being such a general topic of conversation in town just now, the Pembroke Standard thought it would be a good time to interview Mr. Russell, the head of the firm of Wm. Russell & Co., to whom has been awarded the contract for its construction, and find out for its readers what he had to say about the prospects for the road. Mr. Russell, says the Standard, received us very courteously, and in answer to our question if operations are soon likely to be commenced on the road, he said, "We have already let some contracts for ties, and expect during the winter to take out about 35,000 ties and about half a million feet of trestle timber, besides culvert timber, cedar, fence poles and probably clear some right of way. We will not do any rock work till spring when we will start operations along the whole line of twenty miles of grading." "When do you expect to have the line in operation?" "Well, of course, I cannot tell you to a day, but we expect to run excursion trains to Ottawa during the Ottawa exhibition." "What about the train arrangements?" "We expect to run the trains through from Ottawa to Pembroke without a change at Golden Lake, the express leaving Ottawa about 8.30 a.m. and arriving in Pembroke about 12 noon. The outgoing train will leave Pembroke so as to arrive in Ottawa about 6 o'clock in the evening. The trains will make close connection at Ottawa for Montreal and without change at Golden Lake. There will be two mixed trains, one outgoing and one incoming - making four trains per day. The express will only stop at the principal stations while the mixed will have two flag stations with sidings for freight etc., between Pembroke and Golden Lake. We will have the use of the O.A. & P.S. station at Golden Lake and their sidings." "What about making connections with Toronto?" "Well, with the expectation of connecting with the Bancroft and Irondale railway, we will reserve the right for trains from Toronto to run over the P.S. Railway into Pembroke." Our reporter thanked Mr. Russell for his information, which was given with an air that implied he meant business.

23/03/1898 Ottawa Journal Locksley

Golden Lake. Large quantities of supplies and plant of every description are daily arriving at the depot for the construction of the Pembroke Southern Railway, and Mr. Jas Sherwood, one of the sub-contractors is very busy looking after and directing the distribution of the same along the proposed route. Laborers are also coming by almost every passenger train and it is expected that if the weather is favorable, that everything will be in full swing by April 1st, and plenty of work for all.

01/04/1898 Renfrew Mercury Locksley Douglas

Douglas. We sometimes hear the distant roar of the blasting on the new Pembroke Southern road and several of our neighbours are contemplating a summer's work.

11/04/1898 Ottawa Citizen Locksley

The Pembroke Southern Railway is being rushed these days, about two hundred men being employed upon it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulties are experienced owing to water in the swamps, but, of course, a little time will overcome this. The farmers along the route are profiting by the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to town shall be chosen, but the company will eventually choose the best - that is the one that will give them the most commanding situation.

15/04/1898 Almonte Gazette Locksley

Two hundred men are now employed in the building of the Pembroke Southern railway

15/04/1898 Renfrew Mercury Locksley

The Pembroke Southern is being rushed these days, about two hundred men being employed on it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulty was experienced, owing to water in some of the swamps, but of course a little time will overcome this. The farmers along the route are now profiting from the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to the town shall be chosen, but the company will eventually choose the best - that is, the one that will give them the most commanding situation. - Observer.

21/04/1898 The Equity, Shawville Locksley

The Pembroke Southern Railway now under construction is to have a steel bridge across the Bonnechere river.

15/05/1898 Renfrew Mercury Locksley

From the Pembroke Standard.

At a meeting of the directors of the railway held last week, it was decided to commence the preliminary survey of the Pembroke Southern Railway at once, and Mr. J.L. Morris, C.E., and his staff will begin the work on Monday next.

24/06/1898 Renfrew Mercury Locksley Pembroke

The Pembroke Southern Railway are having some difficulties in the purchase of the right of way, and it is rumoured that operations on the construction have been stopped temporarily pending the submission of the disputed case to arbitration.

24/06/1898 Almonte Gazette Locksley

The Pembroke Southern Railway Company are having some difficulties in the purchase of the right of way and it is rumored operations on the construction have been stopped temporarily pending the submission of a disputed case to arbitration.

30/07/1898 Ottawa Citizen Locksley

The Pembroke Southern Railway has completed grading 16 miles of the road from Golden Lake. The remaining five mile to Pembroke is also nearing completion. The intention is to extend it still further to Bancroft and Irondale but to do that it is necessary to run over the Parry Sound tracks for some distance. Permission for the same has not yet been granted, it is understood, and may not be for some time.

05/08/1898 Eastern Ontario Review Locksley

The Pembroke Southern Railway is nearly completed from Golden Lake to Pembroke.

26/08/1898 Renfrew Mercury Locksley Pembroke

The station of the Pembroke Southern Railway will be on the eastern side of the bridge.

09/09/1898 Renfrew Mercury Locksley

Mr. Neil A. King of Lake Dore, one of the foremen on the Pembroke Southern Railway construction, has completed his work on that line, and left on Saturday night for the Rainy River district with a gang of fifty men, to work for the C.P.R. on the improvements there.

14/09/1898 Lanark Era Locksley

A fireman named Moore died suddenly on the Pembroke Southern railway. He had just started the fire in his engine when he fell over and died before assistance could be rendered him.

16/09/1898 Almonte Gazette Locksley

The Pembroke Southern railway expects to be ready for business next week.

16/09/1898 Renfrew Mercury Locksley

Mr. Harry Jamieson has the honor of making the first shipment over the Pembroke Southern Railway. On Friday he shipped four carloads of cattle at Foster's ax factory for Buffalo.

04/11/1898 Almonte Gazette Locksley

The Pembroke Southern railway has notified the Ontario government that 10 miles of the road has been built. This road is to run from Pembroke to Golden Lake, to connect with the Ottawa and Parry Sound road. It will be twenty-two miles in length.

04/11/1898 Almonte Gazette Locksley Golden Lake

Arthur Durrell, brakeman on the Pembroke Southern R.R. met with an accident Friday at Golden Lake, by which three ribs, a shoulder blade and his left arm were broken.

15/11/1898 Ottawa Citizen Locksley Pembroke

Pembroke Nov. 15. The first train on the Pembroke Southern pulled into town early last evening. There were no preparations made to greet its arrival, but its brilliant light throwing its rays far into the night attracted the attention of pedestrians on Main street.

Today eight car loads are expected by the Pembroke Furniture Company. Empty cars are also to be brought for the lumber company who intend making a large shipment by the new road.

18/11/1898 Renfrew Mercury Locksley Pembroke

It is expected that the rails will be laid to the bridge by next week. In the meantime the foundations are being laid for the station, which is to be built of brick, a little to the south side of the bridge. The building will be about 52x30, and will be built with due respect to the want of the travelling public. The freight shed, on McKay street, 100x30, is well under way, and work will soon be commenced on the roundhouse, which is to be situated near Hunter street. Pembroke Standard.

18/11/1898 Renfrew Mercury Locksley Pembroke

The first train on the Pembroke Southern pulled into the county town on Monday evening. There were no preparations made to greet its arrival.

18/11/1898 Almonte Gazette Locksley

Trains have been running into Pembroke over the Pembroke Southern R.R.

24/11/1898 *The Equity, Shawville* *Locksley*

The first train on the Pembroke Southern Railway pulled into town on Monday evening of last week.

06/12/1898 *Daily Mail and Empire* *Locksley*

The Line Completed

Engineer Asked to Inspect the Pembroke Southern Railway.

Mr. Robert McCallum, engineer of the Public Works Department, has been notified by telegraph that the Pembroke Southern railway is completed and ready for inspection. The new line runs between Golden lake, on the Ottawa, Arnprior and Parry Sound railway, and the town of Pembroke, and is about 27 miles in length. The contractors were Messrs. Poulin, Russell and Co. of Pembroke. Mr. McCallum was asked to make his inspection to-morrow, and was told that a special car would be in waiting to convey him from Ottawa to Golden Lake. He will, however, not be able to leave for a day or two, as owing to Sunday's storm it will not be possible to thoroughly inspect the line at present.

16/12/1898 *Ottawa Citizen* *Locksley* *Pembroke*

Work on the Pembroke Southern Railway is being rapidly pushed forward. It is expected that the work of ballasting the road will be completed this week.

20/12/1898 *Ottawa Citizen* *Locksley* *Pembroke*

Mr. D.B. Russell of Pembroke, part owner of the Pembroke Southern Railway, is in town. This line, which is nearing completion, is 21 miles in length and runs from Pembroke to Golden Lake on the O.A. & P.S. Ry., thus affording connection with the latter road. By this new route, the distance to Ottawa is 104 miles, exactly the same as by the C.P.R. The company have also completed an up to date station at Pembroke. It is situated in the centre of the town and is one of the finest in the district. The inspectors passed over the road last week and pronounced it ready for traffic, which will be commenced by the New Year if not before. Mr. Russell is engaged in another railway scheme which will be announced later.

21/12/1898 *Ottawa Free Press* *Locksley*

The Pembroke Southern railway, which will run from Pembroke to Golden Lake, on the Parry Sound railway, a distance of 21 miles, will probably be open for traffic by the new year. By the new line the distance between Pembroke and Ottawa will be 104 miles, exactly the same as by the C.P.R.

30/12/1898 *Pembroke Observer* *Locksley* *Pembroke*

P.S.R. Timetable issued

Fast trip to Golden Lake on Christmas

The Handsome New Station - Fine New Engine - Opening Monday.

A visit to the Pembroke Southern Station on Tuesday showed the building to be receiving the finishing touches under the skilled hands of Messrs. William Spalding & Sons and their men prior to the advent of the painters. The interior, like the exterior, is extremely neat, showing beautiful design in paneling and an entirely nice effect generally. There are four apartments in the new building - office, waiting room etc.

Then, following a walk out to the roundhouse, between an quarter and a half a mile distant, and along the track were gangs of men busy putting it in fine order. The tank is situated along the track some distance back from the station and looks very neat in its fresh coloring. The roundhouse is situated almost due south of the cathedral and is quite an extensive affair. At it was the new engine, no. 16, which arrived here on Christmas Day. It is a magnificent engine, polished so bright that many parts reflect like a mirror. In charge were Conductor P. Sullivan, Driver John Findlay and Fireman Dan Smith. The new engine runs at the rate of over 60 miles an hour. The old engine, no. 494, was run out to Golden Lake on Christmas Day and the new engine brought in to take its place. A small party was taken out in a box car, and had the pleasure of being drawn back by the new engine. On this occasion, driver Findlay was absent in Ottawa, and Fireman D. Smith handled the throttle with Eddie Sweeney firing. The new engine ran out to Golden Lake in twenty-eight minutes. The distance from Pembroke is twenty-two and a half miles and the P.S.R. track joins the Ottawa, Arnprior and Parry Sound track about half a mile from the village.

Mr. W.D. Cunneynworth of Owen Sound, the agent who is to take charge, is expected to arrive in Pembroke today.

There has been bustling and bustling around the station here all week and the road will be opened for passenger and freight traffic Monday next, with everything in the best of order. The announcement printed in last observer (missing in microform) about the proposed Toronto, Lindsay and Pembroke Railway Company, has created great interest in this section. Already people have visions of a trough line to Toronto, which will shorten the distance nearly one hundred miles.

The public will hear all about the opening of the P.S.R. in the next Observer.

Beginning on Monday, the trains on the Pembroke Southern will run as follows:-

LEAVE PEMBROKE ARRIVE IN OTTAWA

7.00 a.m. 10.40 a.m.

2.00 p.m. 5.50 p.m.

LEAVE OTTAWA ARRIVE PEMBROKE

8.30 a.m. 12.10 noon

4.25 p.m. 8.10 p.m.

Freight leaving Montreal early in the morning will reach Pembroke the same evening.

In next Observer a full timetable will be given. In the meantime, the public will please, govern themselves by the above timetable.

The P.S. Railway is now running.

Pembroke is now connected with the O.A. & P.S.

Connection with Toronto by way of the Bancroft road is expected.

Pembroke Jan 2. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1.20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business.

Not satisfied with affording the town a competition line to the east, the company now propose extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Olo, thus completing a direct line to Trenton on Lake Ontario, which will be of immense advantage for the shipment of lumber, ties and pulp wood and will open up a considerable mineral belt.

Connection with Toronto.

By connecting with the Iron Dale and Bancroft and Central Ontario, the distance between Pembroke will be shortened by 150 miles by either connection, and a choice of two routes afforded. It is also expected by the P.S. company that the Grand Trunk will extend their branch, already built from Peterboro' to Lakefield, north-easterly about 35 miles to connect with the Pembroke Southern at St. Oso which will further shorten the distance between Toronto via Peterboro'

Ex-Ald. Poulin of Ottawa is one of the principal stockholders in the Pembroke Southern and with whom are associated W. Russell C.E., Robert Gordon, merchant and ex-Mayor Fortin, all of Pembroke. A circumstance to their credit is that the right of way was secured over the entire distance of 21 1-2 miles, without having recourse to arbitration in a single instance.

Messrs. Russell, Poulin and Co. were the contractors and performed their work expeditiously and satisfactorily. The run over the road yesterday was made in 40 minutes, which is considered fast time for a new road.

06/01/1899 *Renfrew Mercury**Locksley*

The Pembroke Southern opened for traffic. Pembroke Jan. 3. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1:20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business. Not satisfied with affording the town a competition line to the east, the company now proposes extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Ols, thus completing a direct line to Toronto.--more.

06/01/1899 *Renfrew Mercury**Locksley**Pembroke*

Quite a sensation was caused opposite the Post Office at noon today when the incoming P.S.R. train jumped the buffer at the station and the engine ploughed across the yard and landed about twenty feet over the sidewalk. Strange to say that, notwithstanding the crowd concentrated about the spot at that time, no one was injured. The engine was thrown off her truck, and had it not been for the soft nature of the ground at that spot might have crashed through the Post Office building. The cause of the accident is said to have been the failure of the air brakes to act.

10/03/1899 *Renfrew Mercury**Locksley*

The \$20,000 debentures for the bonus of the Pembroke Southern Railway have been sold to a Toronto firm for 105.15. They bear a four per cent interest.

14/03/1899 *Ottawa Citizen**Locksley*

Passengers who arrived in the city last night tell of the first accident on the Pembroke Southern Railway, which runs from Pembroke to Golden Lake where connection is made with the O.A. & P.S. line. The train left Pembroke yesterday morning at seven o'clock and when at a short distance out of town, at a point known as "Begg's Farm," ran off the track into a field in consequence of the spreading of the rails. The coaches were partially overturned and traffic on the line was suspended until the wreck was cleared.

15/03/1899 *Ottawa Journal**Locksley**Pembroke*

Pembroke. March 15. - The Pembroke Southern Railway Company had another accident Monday morning, but happily there were no serious results. The morning express had got about two miles out of town when the engine jumped the track and carried the passenger car and one baggage coach along with it. The rolling stock was somewhat damaged, but no lives were lost, in fact, no one was at all hurt. The wrecking train was soon on the spot and the work of getting the engine and cars back on the track has been occupying the attention of the crew all day.

17/03/1899 *Almonte Gazette**Locksley**Pembroke*

Last Monday the Pembroke Southern railway train, when a short distance out of Pembroke, left the track and ran into a field. The cars were canted over, but no one was seriously hurt. The spreading of the rails caused the accident.

24/03/1899 *Renfrew Mercury**Locksley*

On Monday morning the Pembroke Southern train had got as far as Biggs' farm, when it commenced to go off the track, owing to the spreading of the rails. The train consisted of engine, one car of brick, one way freight car and the combination passenger car. Strange to say, the car loaded with brick kept the track, but the rest of the train went off, the engine being stopped about four feet from the rail, but was not ditched as the Ottawa papers had it. The train was got on the rails by about six in the evening.

27/04/1899 *The Equity, Shawville**Locksley*

The train service on the Pembroke Southern Ry. has been somewhat demoralized during the past few days, a bad washout on the line being the cause. The washout is at Quad's Creek, near Golden Lake, and is over a mile in extent - the water being in some places over two feet deep.

23/06/1899 *Almonte Gazette**Locksley*

The rumor that the Pembroke Southern railway had passed into the hands of the Quebec Bank and was likely to become the property of the C.P.R. has been officially denied.

07/07/1899 *Renfrew Mercury**Locksley*

The Pembroke Southern Railway is in first class condition - well ballasted and level. On Friday the distance of twenty miles between Pembroke and Golden Lake was made in thirty minutes. We noticed that the officials were obliging to the ladies, assisting them off the train at stopping places on the route.

15/09/1899 *Renfrew Mercury**Locksley**Pembroke*

From this week's Standard. We are credibly informed that the Pembroke Southern Railway has been leased to the Canada Atlantic Railway Company for a certain number of years. This will in no wise hinder the building of the proposed road from Golden Lake to Bancroft so as to give us close connections with Toronto, but will rather materially assist that scheme, as it will enable the projectors of the new road, who are nearly all connected with the P.S.R., to devote their whole energies to its construction. The leasing of the P.S.R. by the C.A.R. will give us the benefit of through connections to New York and other points made by the latter railway.

The Pembroke Southern, a short line of railway from Golden Lake to Pembroke has been leased to the Ottawa, Arnprior and Parry Sound for a period of five years. This road is twenty-one miles in length and has been in operation for a little over a year, the contractors having full control. This road joins the Parry Sound at Golden Lake and has since opening practically been a branch of the Parry Sound. For some time the Canada Atlantic have been negotiating for control of the road. The negotiations have been completed and the road passes into the control of the Canada Atlantic. It is proposed to inaugurate a special service and run through trains from Pembroke to the city.

The Canada Atlantic railway today assumes control and management of the Pembroke Southern road in accordance with negotiations that have been in progress for some time. The road has been leased for a period of five years and the employees were notified on Saturday that they will be governed by the management of the C.A.R.

The Pembroke Southern railway is a short line extending from Golden Lake on the O.A. & P.S. railway to the town of Pembroke a distance of twenty-one miles. It was completed about a year ago and since that time has been operated by the contractors under the direction of Mr. S.R. Poulin. The line traverses a country very thinly settled but as the land is suited for farming the road will doubtless have the effect of opening it up for settlement.

The railway will be operated as a branch of the O.A. & P.S. line, thus affording a through trip between Ottawa and Pembroke via this road. The distance from this city is about the same as by the C.P. railway.

It is proposed to inaugurate a new train service and it is likely that in a short time some of the trains that now run through to Madawaska will stop at Pembroke. The Pembroke Southern is a great convenience to the residents of the section of the country through which it traverses and now that it has been taken over as part of the Canada Atlantic system the general accommodation will doubtless be much increased.

The gaining of control of the Pembroke Southern has greatly increased passenger and freight traffic. The company will build two flag stations along the road as at present there are but few stations, and the farmers have to drive a long distance to ship their produce to markets. A new station will also be erected at Golden Lake. Mr. Wm. Sparling, of Pembroke, has been given the contract.

Yesterday afternoon Mayor Millar received a telephone message from Mr. W.D. Cunneyworth, agent of the Canada Atlantic Railway, that a young woman had given birth to a child on the Madawaska train due here at 5:30 p.m., and that she was without money or friends in Pembroke. The Mayor at once informed Dr. Joseph, who, along with the Mayor, awaited the arrival of the train, which did not come in until a few minutes before six. The woman and child were removed to a temporary bed which had been prepared in the ladies waiting room, and the Mayor afterwards had them conveyed to Mrs. O'Briens at "The Castle", who agreed to take charge of them at the Corporation's expense. The unfortunate girl, for she is said yet to be sixteen, is a pole, and comes from near Killaloe and her name is Mary Planke. She got on the train at Wilno, and had only twenty-five cents in possession. When at Golden Lake she was taken sick, and Conductor Martin got an Indian woman, Mrs. Machell, to come to the assistance of the unfortunate girl, who kindly came on with her to Pembroke.

Mr. James I. Morris C.E., and his assistant, Mr. Peter Gordon, C.E., with their men, returned to town a few days ago, after completing the preliminary survey for the railway between Golden Lake and Bancroft,--

The Pembroke Southern Railway is asking for an extension of their charter to run a road from Pembroke through to connect with the Pontiac and Pacific Junction Railway in or about Shawville or Portage du Fort, and Mr. John W. Munro, M.P.P., intends asking for a bonus from the government to build the road from Pembroke through Westmeath and part of Ross townships to connect with the Pontiac and Pacific, at the coming session of the Ontario Legislature -- Pembroke Observer.

In the Legislature last week Mr. Dunlop was granted leave to introduce a private bill to allow the Pembroke Southern Railway to extend the road from Pembroke to Petewawa, the new Dominion military camp, a distance of 14 miles.

The premier spoke of the importance of the matter. If the railway was not extended it would be necessary for the Grand Trunk to tranship troops at Pembroke. Under ordinary circumstances it would not be advisable to allow the rules to be transgressed but it was a Dominion matter and concerned the convenience of a large number of the militia. He read a telegram from the C.P.R., that it offered no objection. The new line, it was explained, would parallel the C.P.R.

Mr. Harcourt, for the opposition, interposed no objection, and the bill was read a first time.

A bridge over a marsh about three miles south of Locksley, through the effect, probably, of frost, yesterday afternoon heaved to one side slightly. Three sections of the timbers gave way, and the structure was left in a badly dilapidated condition. But a short while before, the local from Golden Lake had passed safely over, nothing at that time being noticeably wrong. The freight train from Ottawa, which came along shortly afterwards, was stopped in time to avoid a bad mix-up. The outgoing local and the Ottawa passenger exchanged passengers and baggage at the scene of the breakdown. The Grand Trunk can thank the men on the freight for detecting the mishap to the bridge in time to avert a smash-up, this saving them a bill of damages and averting possible loss of life. Pembroke Observer.

..steam shovel(s) are at work filling in the trestles and roadbeds on the Pembroke branch.

Conductor Roberts of the G.T.R. had a narrow escape from death last week. He was boarding his train which was moving out of Pembroke when he collided on the step with another person hurriedly leaving the train. The result was that Conductor Roberts was thrown underneath the car and only rare good fortune saved him from being caught by the wheels. Several cuts on the face are his only injury.

A nineteen months old child, son of Mr. Emile Platte, was struck by a G. T.R. engine at Locksley, near Pembroke, a few days ago and killed. The engine driver saw the child on the track but on account of the fog, mistook it for a dog until he was too close to stop his train. The child's father was sectionman at Locksley.

The G.T.R. express train which left Renfrew en route for Pembroke on Tuesday evening, with a larger passenger list than usual, had a narrow escape from being wrecked a few miles from the county town. The evening rain was falling heavily, causing a washout to occur, the discovery of this being made by Nelso Montgomery, a farmer of Shady Nook, who was walking home along the track. By use of a lantern, the train was flagged. As its speed at that point is fast, it must have fared badly had the washout not been noticed by Mr. Montgomery.

07/07/1911 Renfrew Mercury Locksley Golden Lake

Thos. Ash of Ottawa, fireman on the G.T.R. noon train from Ottawa, fell off the engine at the Golden Lake station on Monday and broke his ankle. The wounded man was taken on the train and conveyed to the hospital at Pembroke where Dr. Sparling attended to his injuries. The accident caused a delay of the train of about 50 minutes.

11/10/1912 Renfrew Mercury Locksley Pembroke

A sequel to the recent purchase of the big Gordon block by the G.T.R. came this week in a transfer affecting one of the oldest business blocks in Pembroke, the large White block on the corner of Pembroke and McKay streets, owned by Mrs. R. White and occupied by Mr. S.F. beach, furniture dealer and Mr. A. James, butcher. The new owners are Messrs. Hunter & Co. Ltd. wholesale grocers, who for years have occupied the Gordon block, and who with the other tenants of the latter building have received notice to vacate next spring, when the building will be transformed into a station by the G.T.R. It is understood that the price paid was in the neighbourhood of \$15,000.

15/11/1912 Renfrew Mercury Locksley Pembroke

Mr. J.W. Smith, the president of Pembroke's new Board of Trade, is a warm personal friend of Mr. E.J. Chamberlain, president of the G.T.R. and has used his good office with him to get a fine station for his home town. The Observer thus describes it: The plan shows a structure compared with which anything in Eastern Ontario outside of Ottawa fades into insignificance, and which will really be of city proportions. The walls of the Gordon building on the corner will be utilized, as well as those of the smaller building adjoining, occupied by Dr. Graham, Dr. Bellaire and Rollin's barber shop, both to be modernized by a change in the windows and general appearance throughout and both to be furnished with the same material. The present alley way between the two buildings will form the entrance to the main waiting room, to be erected in the rear, and over the sidewalk at the entrance will hang a covering of the porticulis type. On Pembroke street the building will have a frontage of 114 feet and on McKay street 124 feet, while on the Pembroke-McKay street corner will be a tower which will add grace to the appearance of the whole. There will be five storeys facing on Pembroke street - two east of the main entrance and three west of it, while the two upper floors of the main building will be divided into offices modernly furnished and fitted. On McKay street will be the ladies waiting room, lavatories, gentlemen's waiting room and baggage room, with also an entrance from the street. The main waiting room, to adjoin the rear of the two connected buildings, will have dimensions of about 50x40 feet with a ceiling 20 feet high and here will be located the ticket offices, etc. The station platform will run outside this main waiting room, with No. 1 track, on which passenger trains will enter and leave alongside it. Work will commence next spring.

28/02/1913 Renfrew Mercury Locksley Pembroke

Pembroke ratepayers will vote on March 14th, on propositions to grant a fixed assessment to the Grand Trunk Railway for its new station property.

19/09/1913 Renfrew Mercury Locksley Pembroke

The Observer says the latest plans to be received of the new G.T.R. station show an even better building than that first proposed. According to the new plan, the Wellington block, occupied by Dr. Graham, Dr. Belair and Mr. Rollins, barber, is to be removed entirely, in order to give more yard room. The entrance to the station will be at the westerly corner of main street, with porticulis covering and with four doors similar to those in use at the Central station in Ottawa. The floor inside will be mosaic while the walls will be panelled, and the whole will have a very ornate appearance. The tower will be transferred from the east to the west main street corner and will make the building an imposing one. While there will not be quite so much of a frontage on Pembroke street, the station will be extended considerably further back on McKay street than at first proposed. The interior arrangements are the most modern and will provide the best of accommodation, including waiting rooms for ladies and gentlemen and a large general waiting room, ticket offices, baggage room, express room and all other conveniences. The new station and yard improvements will make a complete transformation on that corner, which will be one of the most attractive in town. The work will involve an expenditure of about \$50,000 and the Council, accepting the new plans at Friday night's meeting, decided to give the company a reasonable extension of time in which to complete the project.

09/10/1913 The Equity, Shawville Locksley Pembroke

The contract for the building of the Grand Trunk station at Pembroke has been awarded to Mr. Jas. F. Munro for a figure in the neighbourhood of \$35,000. This does not include the building of concrete retaining wall or any of the filling in or yard improvements.

19/12/1913 Renfrew Mercury Locksley

The Grand Trunk Railway has promised that in the spring the Madawaska - Golden Lake mixed train will be run into Pembroke to reach there about 9.30 a.m. and return at 10 o'clock. Plans have been prepared for a line two miles in length to give interswitching with the C.P.R. On it two bridges will have to be built, one over the Muskrat and one over the Indian River.

15/05/1914 Ottawa Journal Locksley

After leaving Pembroke late, the 12.50 Grand Trunk train was derailed a few miles outside Golden Lake depot Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worst for the mishap. Passengers booked through to Ottawa did not reach here until after 10 o'clock Thursday evening. A party of Grand Trunk officials were in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation, as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was, in all probability, the cause of the delay, although there is no official confirmation of the supposition. The train was late in leaving Pembroke and in making up time and running at a high rate of speed the slightest undulation in the tracks would have put it out of course.

22/05/1914 Renfrew Mercury Locksley

The G.T.R. passenger train between Pembroke and Golden Lake was derailed last week. The cars remained right side up and no one was injured.

22/05/1914 Eganville Leader Locksley

Sunken Track Caused Derailing of Pembroke Train

After leaving Pembroke late, the 12:50 Grand Trunk train was derailed a few miles outside Golden Lake depot, Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worse for the mishap. Passengers booked through to Ottawa did not reach there until after 10 o'clock Thursday evening. A party of Grand Trunk officials was in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was in all probability the cause of the delay, although there is no official confirmation to the supposition.

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12/06/1914 Renfrew Mercury Locksley

A Grand Trunk train cut a Pembroke waggon in two at the Mary street bridge crossing one day last week. The horses and front end of the waggon were thrown to the water's edge, the rear wheels and the waggon box to the other side of the track. The Observer says the horses went down eighteen feet and were unharmed.

31/07/1914 Renfrew Mercury

Locksley

Pembroke

While the new Grand Trunk station at Pembroke was being built, station agent Parent occupied a car as a station. On Saturday night, a week ago, a way freight, in shunting, sent half a dozen boxcars against it with such force that the rear end of the car was hoisted over the buffer and across the sidewalk, while the rear trucks were torn off and the car considerably damaged. Mr. Parent was in it at the time and received quite a shaking up. A wrecking crew came up on Sunday and removed it and replaced the trucks.

12/10/1921 Ottawa Journal

Locksley

Dore Bay

TRAIN JUMPS TRACKS SEVERAL ARE INJURED

Believe Spread Rail Is Cause of Dore Bay Derailment

Eganville, Oct 11. (Special.) Two rear coaches of the G. T. R. Pembroke-Golden Lake train jumped the track at Dore Bay, five miles from here at 3.30 this afternoon. Fortunately the cars did not overturn, but the shock was sufficiently severe to break all the windows in the cars and injure a number of passengers. A spread rail is believed to have been the cause of the derailment.

Mr. Thos. Sharp, of Caldwell., Ont, one of the passengers, was the most severely injured. He suffered several cuts about the head from falling glass. Mr. Sharp, together with a number of other passengers who had been slightly injured, was brought here to Dr. Galligan's office for treatment.

A special train was sent out from Golden Lake, and all the passengers were transferred to it. A wrecking train was immediately despatched from Ottawa, and it is expected that the wreckage will have been removed by morning. The Pembroke train leaving Ottawa at 5.15. p.m. was held up at Gore Bay station until the wreck can be cleared from the tracks.

Officials at the Union Depot, Ottawa, stated last night that while a wrecking train had been sent out, the wreck was not a bad one. The cause of the accident had not yet been reported to the head office.

25/01/1935 Ottawa Journal

Locksley

On Tuesday, the town of Pembroke was notified that the railway was seeking authority to abandon the Pembroke - Golden Lake subdivision, 20 miles of line on the ground that in 1933 there was an operating loss of \$29,932 and the territory could not be otherwise served with transportation.

30/01/1935 Ottawa Citizen

Locksley

Pembroke

Oppose application of C.N.R. to abandon line.

Pembroke Jan. 29. At a meeting here tonight the Pembroke Chamber of Commerce decided to appoint a committee to join a committee of the town council in opposing the application of the Canadian National Railways to abandon the railway line between Pembroke and Golden Lake. J.P. Duff, president of the chamber was chosen chairman of the committee with power to name personnel.

01/02/1935 Eganville Leader

Locksley

Proposal To Abandon Golden Lake-Pembroke Railway

Pembroke, Jan. 25. Renfrew County Council passed a resolution to be forwarded to the Board of Railway Commissioners opposing the application of the Canadian National Railways to abandon the line from Pembroke to Golden Lake.

Opposition to the application was voiced by reeves of the rural municipalities served by the line and by those from the western part of the county, where the only way of getting to Pembroke by rail is provided by this line.

R. M. Warren, Wilberforce, who introduced the matter, stated that the line once had been prosperous, and he believed it would be again. D.

O'Connor, Arnprior, pointed out that the effect of closing the line would be more far reaching than a few cars of boxwood and pulpwood, as there is a large wholesale trade between Pembroke and the western part of the county, which would have to go around by Renfrew if this line were abandoned, with

a corresponding increase in freight charges.

22/02/1935 Eganville Leader

Locksley

Pembroke Protests Proposal To Abandon Railway

Pembroke, Feb. 15 - "The exorbitant high freight rates, particularly on short hauls, is forcing business to trucks," Dr. I. D. Cotnam, Conservative M.P. for North Renfrew, declared tonight in speaking before a public meeting called to protest the Canadian National Railway's application to the Board of Railway Commissioners for permission to abandon the Locksley subdivision between Pembroke and Golden Lake.

"Some attempt at revision of rates for short hauls on branch lines should be made and this should be contained in the protest to the commissioners," Dr. Cotnam believed.

The public meeting, which was called by Pembroke Town Council and presided over by Mayor Dr. M. McKay, decided to delegate Dr. Cotnam and Dr. M.J. Maloney, Conservative M.P. for South Renfrew, Eganville, to interview the railway commissioners and see if they will come to Pembroke to hear the protests against the proposed move.

18/10/1940 Ottawa Journal

Locksley

Woitto

Charge Girl, 17 Tried to Derail C.N.R. Train

PEMBROKE, Oct. 17. A blonde 17-year-old girl, Doris Schwartz, of Wilberforce Township, appeared in Pembroke police court tonight and pleaded guilty to placing an obstruction liable to cause property damage, on the C.N.R. tracks near Woitto Station, about 15 miles from Pembroke, on October 15. She was remanded to Monday for sentence by Magistrate Galligan.

The charge in part stated, "on October 15, in Wilberforce Township did unlawfully place an angle bar, liable to cause property damage, on the Canadian National Railways tracks about one and a half miles east of Woitto Station". The charge was laid by Inspector B. B. Harris, of the department of Investigation of the C.N.R, Ottawa.

The locomotive drawing the passenger train from Pembroke to Golden Lake struck the bar which was lying on the track, about one p.m., October 15. The train was not derailed but the engineer stopped his train, investigated, and found the angle bar.

Inspector Harris explained to His Worship that an angle bar was the steel bar used to join the ends of the rails together by bolts. It was 18 inches long, four inches wide, one half inch thick, and curved on one side.

06/05/1948 Ottawa Citizen

Locksley

Cars Derailed Near Pembroke

Several railway cars were thrown off the CNR line, six miles south of Golden Lake at 11 a.m. yesterday when a freight train travelling through from Pembroke was derailed. CNR officials in Ottawa and Pembroke said no one was injured in the accident.

They added that an investigation was being carried out but that the cause of the derailment had not yet been discovered.

Woit Driver Escapes Death In Collision

PEMBROKE (Staff) Thrown from his vehicle as it was struck by a train at a level crossing near here Thursday afternoon, Elmer Holtz, Woito, Ont, had a narrow escape from serious injury or death. He was taken to Pembroke Cottage Hospital for treatment of minor injuries.

He sustained cuts to his legs, hip and head but was reported in good condition last night.

The Pembroke district man was the driver of a jeep which was in collision with a CNR train at an unguarded level crossing on a township road, near Locksley Ont about 12 miles south of Pembroke.

The jeep was travelling south on the road when its left front section was struck by the Golden Lake to Pembroke local.

The vehicle was crushed in the impact and the driver thrown clear. The CNR train, No. 155, was in charge of Conductor Victor J. Sullivan of Pembroke and engineer, Gordon A. Bayne, 255 Arlington Avenue, Ottawa.

Const. R. T. Kennedy, OPP Pembroke, is conducting the investigation.

The injured man was brought to Pembroke on the train immediately after the crash,

25/09/1956 *Ottawa Citizen**Locksley*

To Eliminate Short Run

PEMBROKE (Staff) - Travellers between here and Golden Lake will have to - as they do, anyway - use highway transportation in future, if the Canadian National Railway has its way.

The CNR has applied to the Board of Transport Commissioners for permission to discontinue passenger and mixed-train service on the 21.1 mile spur line.

It's not expected to bother travellers. They haven't used the railway to any extent for years. That's why the railway wants to drop that service.

The spur line, built by the Canada Atlantic Railway about 1890, had twice-a-day service connecting with the Ottawa-Barry's Bay train at Pembroke.

Freight service on the short run will continue.

26/09/1956 *Eganville Leader**Locksley*

September 26 May Discontinue C.N.R. Line To Pembroke

The C.N.R. has made application to the Board of Transportation Commissioners at Ottawa for permission to discontinue passenger and mixed train service between Golden Lake and Pembroke. Freight service would be continued as usual.

Coming of the motor car and passenger buses has accounted for the loss of much passenger trade between Golden Lake and Pembroke, but there is still sufficient freight and express to warrant the operation of trains daily.

26/10/1956 *Ottawa Citizen**Locksley*

Last run after 57 years.

Scheduled trains between Pembroke and Golden Lake, which have been operating for the past 57 years, will become a thing of the past tomorrow. No longer will the four-train-a-day - two express-passengers and two freights, move along the 20-mile route, crossing the seven bridges and stopping at Locksley, Wotto and Dore Bay stations.

Lack of business caused the Canadian National Railways' decision to suspend service on this branch of their operations. Known as the Locksley subdivision of the CNR, the line connects the main transcontinental line and the Barry's Bay line of the railway.

It has a long history. The line was constructed by the Pembroke Southern Railway, but never operated by this company.

A month after its completion, in 1899, it was sold to the Canada Atlantic Railway. In 1905, the Canadian [sic] Atlantic was taken over in turn by the Grand Trunk, and this line was part of the deal. The route came into the CNR when the Canadian National consolidated Canadian railways in 1922 and 1923.

There will be no employe layoffs involved, though transfers will be made. There are no agents at the three stations, all of which will remain on the line. The train crews will be moved to other areas. One switching crew will be retained at Pembroke. for the CNR will continue to use the line to pick up freight shipments, mainly pulp and timber, as required, operating with the switcher out of Pembroke.

By Truck

Express shipments for the district will be trucked between Pembroke and Eganville, where they will be placed on other trains on the CNR, on regular lines, to continue to their destinations.

Changes in modes of travel has forces the suspension of the service. In the past three years only about three passengers a trip have occupied the expres train on the short haul. Over the same period, express business on the line has declined to practically nothing.

The whistles of the regular trains when they sound Saturday will be a requiem. After the Saturday run is over the Locksley sub-division as a regular run will be no more.

Last Passenger Train Rumbles from Pembroke to Golden Lake. Includes pictures, one of C.N.R 5112 with passenger car at Pembroke. Used to be that the boys on the "Golden Lake Line", known officially in Canadian National Railways circles as Locksley Subdivision, would sing "Working in the Railroad" as they trundled along their 20 miles of track.

Starting today, however, there is a sadder note in their voices. They're singing "Don't Get Around Much Any More".

The "Golden Lake Line", once a major northern Ottawa Valley artery of trade and industry, has ceased to exist. The crew of her one-engine-one-combination-express-and-passenger car (and a box car once in a while), will carry on as a yard crew in Pembroke.

Death of a passenger line, even a little, backwoods one, is a melancholy thing. When the Journal went along in the "Green Hornet". As the Locksley Subdivision men affectionately term their train, there were several C.N.R old-timers taking their last ride over the line. Like pall bearers at a funeral, they stood on Pembroke station platform chatting quietly with station officials who had come out from behind their desks as some sort of "guard of honor", for the departing train.

Once in a while someone began laughing as a "good old days" incident was recalled, but there was little real joy in reality. The coming and going of this old train has been the pivot on which much of their life's work had turned and watching the end was like viewing the last moments of an old friend.

It didn't pay.

Why does a rail service die?

A look at the hard facts of C.N.R statistics told the story quickly.

Passenger service from stations along the line, excluding Pembroke and Golden Lake amounted to only \$575 in 1954? Last year for which complete figures are available. There were three or less passengers per trip. These figures, it is believed, hold good for the first six months of this year.

Revenue from express shipments from stations along the line amounted to only \$4 in 1954.

When the Journal reporter made a "farewell" trip over the line the figures showed little change.

Apart from railwaymen travelling on their employee passes, there was only one old gentleman aboard, who got on along the line and paid 25 cents to get to Pembroke. There was also a woman who wasn't quite sure what she was doing there. Mrs. Earl Boswell, of Hudson's Bay, Sask., bound home from Boston, had somehow got her schedules mixed up and was getting to Pembroke from Ottawa by way of Golden lake, rather than by the usual transcontinental train.

"Now, I've seen everything," she said.

There were a couple of other persons on board, railway folks, who were travelling the round about way from Ottawa to Pembroke because they didn't want to wait all day in Ottawa in order to get the late night train west.

Not Much to See.

What's along the "Golden Lake Line?"

Not very much. W.L. Higginson of Pembroke, retired conductor who ran over the old line for years, recalled that in the early days, long before his time, there had been as many as four first class trains and one second class, loaded with passengers and running every day from Pembroke to Golden Lake and return.

In addition, the freight haulage of timber and pulpwood was heavy. That was before the era of 10-ton truck and the "highway freight" tractor-trailer.

The pulp came from Barrys Bay and Whitney and was brought east to various mills. Today, he said it is mainly taken out by truck toward Huntsville and thence to consumers in central-western Ontario.

Exciting history? Nope. No Royal trains. A couple of derailments he could recall. And they once killed three cows near Woito. Used to be some fair trout fishing, if you had time to stop the train at one of the creeks.

With Mr. Higginson was C.N.R Agent Hugh Thurston of Pembroke ??the five-trains-a-day schedule.

Recently the "Green Hornet" has been running a twice a day schedule to Golden Lake going out from Pembroke in the morning as a "mixed", taking freight if any; returning to Pembroke as a "passenger" train; back to Golden Lake as a "passenger" and then home again as a "mixed".

Line Won't Disappear.

Generally there has been no freight to be taken. If in future any shipments turn up to warrant it, the old engine will be taken out and a special run will be made from Pembroke to pick it up. All express will be run from Eganville to Pembroke by highway truck.

The "Golden Lake Line" will not be missed as a scenic treat. It boasts seven bridges and three stations, Dore Bay, Woito and Locksley. There are 17 grade crossings, where the train runs over a highway or two and numerous farm trails. The crossings lend some flavor to the trip, since the engineer has to blow his whistle 17 times and thus liven up what might otherwise be a completely uneventful run.

A Pioneer Run

The line was begun back in the days when J.R. Booth was building rail links to provide an outlet to the U.S. via the Great Lakes, for his Ottawa Valley lumber output. It was incorporated in 1893 as the Pembroke Southern Railway to run from Pembroke to Douglas. In September 1899 it was actually in service as far as Golden Lake. In 1907 it was amalgamated with the old Canada Atlantic and subsequently the Grand Trunk Railway. In 1920 it became C.N.R property.

Closing of the passenger line, the railway figures, will mean an annual saving of \$32,500 per year. Sentiment or no, that's a figure no railway can ignore.

So, at 3.50 p.m. today the old train will run into Pembroke station for the last time. Aboard will be Engineer Bill Hammell, Fireman Steve Hook, conductor Tom Drummey, and brakeman Kenneth Grolway, all of Ottawa and baggageman Ray Brown of Pembroke. Regular conductor Victor Sullivan of Chapeau has been off duty several months through illness.

They'll empty their train of passengers (if any) and express (also if any) and shove her on the siding.

And along the "Golden Lake Line" rust will start to din eon the rails and weeds will grow tall between the ties.

Canadian National Railway Company invites offers to purchase its choice downtown station property at the corner of Pembroke and MacKay Streets - a total of approximately 3.0 acres.

With plan - -