

Lachute sub

Files seen

Notes from Branchline

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RG 12 vol. 1864 file 3268.39

Privy Council Railway Committee 16 December 1880

RG 46 vol. 1516, file 1629. Crossing of Salmon River & Northern and CPR 4 miles east of Montebello.

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RG 46 vol. 1407 file 7214.291 condition of stations

RG 46 vol. 1505 file 4205.291 station at East Templeton

Notes from Branchline

May 1980.

Prince of Wales Bridge

Special Rules for QMO&O trains entering Ottawa. Order given to QMO&O crews to familiarize themselves with aspects of a ball signal erected to govern movements into the yard.

Assistant Superintendent's Office Hochelaga Jan 19 1881.

Union Station Yard Ottawa

To Conductors and Drivers

Note at foot of Special Rules and last clause of circular No. 111 are cancelled.

The semaphore erected opposite the switch house at the entrance to the yard is now in operation. It is intended to protect the entrance against incoming trains of both the "Canada Central" and "Q.M.O. and O. R'y"; it will be worked as follows:-

- the "all right" signal is shown during daylight by the "green Ball" being raised to the top of the Post, and by a green light at night which means "caution" – come in slowly.
- the "Danger" signal is shown during daylight by the "Red Ball" being raised to the top of the Post, and by a Red light at night, which means that the train must come to a full stop before reaching the signal.

Upon the above there must be no discretion! See special rule No. 84 and Note and act accordingly.

RG 12 vol. 1957 file 3508-12

4 March 1882 Petition regarding QMO&O & North Shore Railways

**Correspondence regarding the North Shore Railway
CPR to renew bridges on the Quebec section
Correspondence Montreal Park & Island**

End of file.

RG 12 vol. 1957 file 3508-13

**30 April 1883 from Drinkwater, Secretary of CPR to Bradley, Secretary of
Department**

Encloses two copies of the agreement with the Quebec Government regarding the sale of the western portion of the QMO&O.

Agreement made 4 March 1882 between the Queen in Right of Quebec and CPR (represented by Duncan McIntyre and Richard B. Angus)

1. Quebec sells, transfer & assign to the CPR that portion of the QMO&O between Montreal and Aylmer with the branch and bridge into Ottawa and the branch into St. Jerome, including all tools implements, machinery and moveables etc...to the termini thereof at Aylmer and St. Jerome as well as the aforesaid branch.
2. Quebec sells a proportion of the plant and rolling stock now upon the QMO&O to the value of \$450,000 and also railway supplies and stores to the value of \$80,000.
3. CPR shall continue several works of construction now being executed - double track into Quebec Gate Barracks, freight shed, station etc.
4. Branch shall be constructed northward of Mile End to a point of junction with the GTR between Dorval & Montreal.
5. The foregoing sale is made in consideration of \$4 million. Method of payment etc.
6. Eastern terminus of the CPR shall remain at the Quebec Gate Barracks unless the company shall extend its line to Quebec.
7. Establishment of ferry from Quebec to Point Levi.
8. Through freight and passenger rates - at freight rates established for all traffic carried past the City of Ottawa.
9. Special rates.
10. Emigrant trains shall be treated as express trains. Despatch of mails. Rates on coal.
11. Quebec to have running powers from St. Martins Junction to Montreal but no right of local business.
12. Warranty against all claims, mortgages etc.
13. Security for payment. Company mortgages the line and also the St. Eustache and St. Lin branches.

14. The line between St. Martins Junction and Montreal shall be under the operating control of CPR.
15. Construction of a branch at Hochelaga.
16. CPR shall maintain the line in good condition and will run at least one passenger train per day each way.
17. In the event of default by the company.
18. Company shall maintain all current traffic contracts.
19. Deeds of conveyance
20. Subject to approval of Quebec legislature.

Schedule

Class	Stock March 1880	Built by QMO&O	Purchased	Total
Passenger Cars				
Official		1		1
Paymaster's Car	1			1
Palace & Sleeping		2		2
Sleeping		2		2
Palace	2	2		4
First class (note 1)	14			12
Second class	12	4		16
Baggage	8			8
Baggage/Smoking	7			7
Through baggage/express		4		4
Excursion			10	10
Street			1	1

Note 1- First class cars 13 & 14 taken to make sleeping cars "Quebec" & "Ottawa" making two less in 1881 than in 1880.

Class	Stock March 1880	Built by QMO&O	Purchased	Total
Box cars (note 2)	151	92	228	466
Platform cars	302	22	10	334
Hay cars (temporary from flats)			90	90
Cattle cars	19			19
Brake vans	2	6		8
Tool car	1	2		3
Tank car	1			1
Flangers	2	4		6
Snow ploughs	8			8
Snow plows, iron for front of loco				12

Note 2 - boxcar No. 200 destroyed by fire October 1881 at Buckingham; No. 212 destroyed by fire at St. Martins Junction, November 1881; Nos 215, 218 and 248 not traced which accounts for discrepancy of five in the total.

Locomotives 36
Calumet ferry engine 1

7 June 1889 CPR to Sir John A. MacDonald

Arbitration with GTR over use of St. Martins Junction to Montreal section.

End of file.

RG 12 vol. 1864 file3268.39

27 Mar 1879 from ? Quebec Government Railways to Secretary of Public Works, Ottawa

Location and general plan for Chaudiere bridge and approaches . Intended for a connection between the QMO&O in Quebec and the Canada Central in Ontario.

16 Apr 1879 and 16 July 1879 from QMO&O

Signatures of firms that are in the square timber trade certifying that the proposed bridge will not give them possible obstruction.

Privy Council Railway Committee 16 December 1880

Application by the Quebec Government to build a branch line from the main road of the QMO&O to the piling grounds of Messrs Ross Bros. situate in Buckingham twp. Much discussion on question of jurisdiction.

There were two alternative locations submitted. The area was inspected on 5 Jan 1881 by an Engineer of the Department who reported that the alternative siding pointing towards Montreal was preferable as it would do the least injury to Mr. Jamieson's land and would necessitated less shunting whereby the switch being nearer to the station would be counterbalanced.

Will submit a recommendation to GIC for approval and modification of PC order of 17 Aug 1880 which authorizes construction of two branch lines so as to accord with the accommodation now made in favour of the building of only one branch line.

RG 46 Vol. 1516, file 1629.

Crossing of Salmon River & Northern and CPR 4 miles east of Montebello.

Order 632 issued 2 Sep 1905.

Application 4 Oct 1905 for an interim order permitting the SR&N to use the crossing. Company wanted to use the crossing before the semaphores could be installed for the purpose of withdrawing and transporting from the Ottawa River a large quantity of logs which have been floated down and which, if left in their present position, may become embedded in ice or otherwise lost and destroyed. SR&N prepared to use crossing only in daylight and to station a competent man there constantly and the intervals between, in order to give warning of the approach of trains and prevent any danger of collision, and to employ such other temporary and immediate precautions for the safety of all concerned as may be required.

Order 696 issued 5 Oct 1905.

Application 28 Mar 1906 for an interim order. Owing to inclement weather, frost and snow, the installation of signals was delayed. SR&N needs to use the crossing in order to haul to the mill of the Haskell Lumber Co. a number of logs which will be floated down the Salmon and Ottawa rivers with the breaking up of the ice. Without such permission a great deal of valuable property may be detained, imperilled and lost.

Order 1044 issued 24 Apr 1906 extending terms of 696 until 1 Jul 1906.

No further authorities on the file.

Letter 16 Apr 1930 from CPR advising that the interlocker at the crossing of the SR&N directed to be installed by 632 was removed on 14 Sep 1925 due to the SR&N being taken up.

File 27167.55
Branch line to serve James Maclaren
Masson m. 100.9

1929, January 31 James Maclaren to Savage (Superintendent CPR Montreal)
Request a siding to serve their proposed paper mill plant at Masson. After it leaves your main line it will be entirely on our property except with the exception of crossing one of the public roads in the Village of Masson.

1929, April 25 CPR to BRC
CPR applies for authority to construct a branch line of railway commencing at m. 100.9 Lachute sub. thence in an easterly direction. Requests that publication of the notice be dispensed with.

1929, April 27.
Assistant Chief Engineer recommends approval.

1929, April 29 Order 42532
Authorizes construction of the branch.

1929, July 22 James Maclaren to CPR Superintendent Montreal
Begs to make application for the construction of railway sidings at our new Paper Mill.

1929, July 30 CPR to BRC
Applies for authority to construct six branch lines to serve James Maclaren at m. 100.9 Lachute sub. These are branch lines off those authorized by 42532.

1929, July 31 Assistant Chief Engineer BRC
Recommends approval of six spurs.

1929, August 6 Order 43165
Authorizes construction of six branch lines to serve James Maclaren.

1929, December 15 CPR to BRC
Advises that the branch authorized by 42532 has been completed.

1930, February 19 CPR to BRC
Advises that the branch lines authorized by 43165 have been constructed.

RG 46 accession no. 1992-93/066 file 28898.9

Copy of plan, application and orders 33829 and 35027.

RG 43 vol. 541 file 17117

Right away across Lemieux Island etc

1 April 1879 (transcription?) QMO&O Peterson to Public Works Ottawa
Encloses three plans with book of reference showing location and quantity of land required for the construction of the Chaudiere Bridge and approaches connecting the QMO&O in Quebec with the Canada Central in Ontario.

23 May 1879 from Commissioner of Agriculture to Minister of Public Works
QMO&O propose building their railway across certain islands known as Amanda, Lemieux and Duck. These islands are in some degree subsidiary to the slides and dams near their several locations. Needs formal permission for the Comm of Agric and Public Works to take possession of and occupy for the use of the railway etc.

24 February 1914 from CPR to Department
Can find no record of the granting of this right of way. Please have the records searched prior to 1879.

14 February 1914 from H.B. Ross
I have made a careful search in the records of this Department and the Department of Public Works and the PCRC and cannot find that any permission was given for the

occupation of this land by the railway. There is an application from the Commissioner etc but no action appears to have been taken.

End of file.

RG 46 vol. 1407 file 7214.291

Condition of stations

27 January 1910 from CPR - comments on Inspectors report.

Hull station

The waiting rooms were mopped and cleaned on December 3rd, 17th and 31st and the closets were cleaned on November 24th and disinfected November 25th, December 17th and 31st. The agent has been supplied with an agent's badge and will in future wear it while on duty.

Gatineau Point The Inspector states that the accommodation at this point is inadequate and that the condition of the premises or grounds surrounding the station and platform is bad. Our Superintendent is at a loss to understand what justification there is for such a report. The flag stop at Gatineau Point is practically only for mails and the small shack mentioned in the report is used by the mail driver. We do not average one passenger a day to or from this point and it is submitted therefore that further expenditure at this station would not be justified.

Buckingham Junction The Inspector reports that the station accommodation is inadequate and recommends a new station and platform. In paragraph 6 however, he states that the platforms are sufficiently long for passenger trains. As a matter of fact the main line platform is 500 feet long and is in good condition. On account of the stage transfer at this point, the waiting room accommodation is sometimes taxed and the company has under consideration the question of providing some additional waiting-room accommodation by reducing the size of the freight shed, etc. In the opinion of the Superintendent however, there is nothing to justify the Inspector's recommendation that a new station be erected.

Fassett The Inspector states that the accommodation is inadequate and recommends a larger station and an addition to the platform. Only three or four months ago a new freight shed was built at this point and the old freight shed converted into a waiting room, so that there are now two waiting rooms in the station which we consider ample to meet the requirements. The platform at this point was lengthened to 250 feet a couple of months ago, which is also considered sufficient.

RG 46 vol. 1505 file 4205.291

Station at East Templeton

1921 much local opposition.

20 June 1921 order 31153 is issued

More local opposition

1928 Stone dust platform

7 April 1928 report of Inspector ? April 5 train 422

Gatineau - wooden platform in good clean condition.

East Templeton - west end of platform constructed of cinders; loose earth along outside edge which should be tamped down but would not consider it a nuisance; rest of platform wooden construction in good condition.

Angers - wooden platform in clean condition

Buckingham Junction - wooden platform in clean condition

Lochaber - wooden "island" platform in clean condition

Thurso - wooden platform in clean condition

Plaisance - wooden platform in clean condition

Papineauville - wooden platform in clean condition

Montebello - wooden platform in clean condition. Approaches from east and west of crushed stone topping; in good dry condition.

Fassett - wooden platform in clean condition

5 February 1953 from CPR

Now called Templeton. As a result of the closing down of the Ottawa Silica and Rock Wool Co last year volume of traffic has dropped. Applies to remove the agent operator and substitute a caretaker agent.

13 February 1953 order 80826 is issued

7 January 1959 order 96785 is issued.

2 March 1966 order 120100 is issued