

M&O Subdivision

Files seen

RG 43 vol. 458 file 13165 (St. Hyacinthe crossing protection - noted in data base only)
RG12 vol. 1880 file 3268-74 parts 1-4 Subsidy
RG12 vol. 1881 file 3268-74 part 5 Subsidy
RG 13 vol. 257 file 625Alfred Peat Railway
RG 46 accession no. 1992-93/066 box 33 file 31984 Interlocker at Vankleek Hill
RG 46 vol. 1575 file 24356.1 Cleaning of cars in Ottawa See notes on Alexandria subdivision.
RG 12 vol. 510 file 4606.63 CPR land from Sappers Bridge to Hurdman
RG 46 vol. 1365 file 4205.796 closure of the station at Hammond
RG 46 vol. 1365 file 4205.797 Closure of the station at Pendleton
RG 46 vol. 1507 file 4205.37 Closure of McAlpin station
RG 43 vol. 476 file 14175 Location of Montreal and Ottawa Railway.

RG12 vol. 1880 file 3268-74 Subsidy

1856 - 1887 Petitions

Maps transferred to 78903/47

Vaudreuil & Prescott petition to change name to Montreal & Ottawa Railway

13 Feb 1890 from Vaudreuil & Prescott

16½ miles of construction from GTR station Vaudreuil to Rigaud village are ready for first inspection.

Not covered in detail - outside study area.

28 Mar 1890 from M&O

Arrangements have been made to hire rolling stock from the GTR to work the line.

Petition from City of Ottawa to pay balance of subsidy.

28 April 1890 from M&O railway to GTR

Will need the following:

2 loco engines
2 1st class coaches
2 2nd class coaches
2 baggage & PO cars
10 box cars
10 platform cars
1 caboose

Prepared to enter into a ten year agreement with the GTR but this would require the authority of the GTR board.

16 July 1890 from M&O

Vaudreuil to Rigaud will be completed about 16 August.

3 Sep 1890 Very detailed inspection report Vaudreuil to Rigaud.

Much correspondence about whether the line should go along the Ottawa River to serve the mills - this caused opposition from Vankleek Hill.

9 Sept 1891 PC 1891-2097 is passed**8 June 1893 from M&O**

The work referred to in Mr. Trudeau's letter of Sep 20 1892 is now completed and ready for inspection if necessary. As it is such a small affair probably a letter from Mr. Shaunessey, the Vice President of the Company having leased the M&O would be acceptable in lieu of a formal inspection.

3 July 1893 from Collingwood Schreiber

On 17 ultimo Mr. Ridout inspected the section of the M&O from Vaudreuil to Point Fortune 23 4/100 miles. Road is built according to contract excepting that it starts from Vaudreuil with a connection with the Canadian pacific Railway instead of with the Grand Trunk a change which appears to me as unimportant as regards the public interest.
Subsidy applicable 23 miles @ \$3,200 \$73,600.

22 Jul 1893 OIC PC 1893-1993 is passed**15 November 1892 Lease between M&O and CPR****12 May 1893 letter from M&O to Minister Haggart**

On 27 Dec 1889 President of V&P (Montenais) made application to the Department for a lease of land east of Rideau Canal for the right of way into the City of Ottawa and also for a lease of land near the Canal basin for station purposes.

On 26 March 1890 company name was changed to M&O.

Other applications have been made for the right to of way and proposed station grounds and desire to call attention that the M&O is now building its line and propose to avail themselves of the privileges secured by filing their plans examined and certified.

16 April 1894PC 1895-1165**7 Nov 1894 Book of reference of located line from Point Fortune to Vankleek Hill****7 Jan 1895 plan profile & B of R Vankleek Hill to Alfred.**

Location revised, original intention to run from Pointe Fortune to Vankleek Hill, this was changed to run from Rigaud to Vankleek Hill.

22 July 1896 Schreiber authorizes put in timber trestles at stations 987, 1025, 1050 and 1330 for the present as they find it impossible to obtain suitable stone for bridge masonry in the vicinity. Had these several points examined by Mr. Ridout.

26 Aug 1896 Schreiber authorizes the erection of trestle bridge 90 feet long by 22 feet high over a stream near Caledonia Springs.

18 Aug 1892 from M&O

23½ miles to the province line at Point Fortune are ready for inspection.

14 Sep 1896 PC 1896-3047 approves revised location on first 15 miles westerly from Rigaud.

Contract

21 Oct 1896 PC 1896-3495

10 Dec 1896 Inspection by Johnson from Rigaud to Vankleek Hill and to Alfred

Alignment and grades as shown on the plans.

Rigaud to Vankleek Hill grading completed & in good shape. All fenced with page wire. Eight public road crossings with pit cattle guards.

Station 418 steel deck plate girder bridge on well built masonry abutments. 1 clear span of 39 feet. Rails are not sufficiently spiked or bolted because of delay on the part of the Canadian Bridge Co.

At station 558 is a similar girder bridge, 1 span of 50ft. The girders are not yet in place, the crossing being on a wooden trestle well constructed on the CPR stations plan, 4 bents of 13'. Girders are expected in about a week when they will be immediately placed in position.

At station 795 crosses on a trestle similar to station 558 to be shortly replaced by a deck plate girder of 21' 10" clear span. The masonry is not yet finished, the west abutment being up to the bridge seat and the east just commenced. These are on piles driven about 36'

At station 49 there is a cast iron pipe culvert 36" drain with masonry ends.

At St. Eugene 7 3/4 miles and Vankleek Hill neat and commodious station buildings combined passenger and freight are erected. They contain comfortable living rooms for agents families. Some interior finishing remains to be done to complete these buildings. A freight warehouse is also constructed at St. Eugene. There is about 1800 feet of sidings at each of these stations.

This section is fully ballasted throughout. The material is not of the best quality. The company states that there is no good ballast to be had within a reasonable distance. Track is laid with 72 lb. steel rails with angle plate fastenings 44" long, 6 bolts with crucible steel nut locks.

At Rigaud and Vankleek Hill water tanks 40,000 gals each are erected and in operation. The former is supplied by steam pump and the latter by gravitation.

At 16½ miles the CAR is crossed. Here the Saxby & Farmer Interlocking System is in position though not yet actually in use. A thorough test was made and it was found to be in perfect running order.

Sets out items remaining to be done for subsidy - bridges etc.

Vankleek Hill to Alfred Grading complete and in good shape. Ballasted to 20½ mile beyond that there is no ballast except for a short distance on either side of road crossings. There are 8 public road crossings with cattle guards but not yet decked.

Structures:

Station 1020 a 14' masonry arch culvert, thoroughly built but not yet paved. Waiting for low water to do this.

Station 1190+41 masonry abutments are completed for a steel plate girder bridge, 1 span 31' 6" clear, this crossing is now on a well constructed trestle.

Station 1311 is the only permanent wooden trestle on the line. This is 9 spans 12' or 118' of decked structure, well built to standard Canadian pacific plan.

Culverts etc

Caledonia Springs a station building similar to the others mentioned is nearly completed. Rails are 72 lb. to the 28th mile, from there to Alfred station, old 60 lb. rails are being used temporarily. There is yet about ½ mile of track yet to be laid to reach Alfred.

My opinion is that the line might be safely opened as far as Caledonia Springs station, 25 miles from Rigaud and in view of the fact that farmers along the route have large quantities of hay ready for shipment and are extremely anxious to have use of this railway I would suggest that on the completion of the track to Alfred and the placing of some sand on the present roadbed which the company are now doing between the 25th mile and Alfred station 29 ½ miles the company might be permitted to operate the line as far as Alfred station with a speed limit on that portion extending from 25 miles to 29½ miles from Rigaud of say 15 mph.

8 May 1897 from CPR

Plans, profiles and books of reference through townships of Clarence & Cumberland in Russell county, North Plantagenet twp in County of Prescott and Gloucester twp. in Carleton County. Not on the file - RG 12 vol. 2700?

Also through Nepean and City of Ottawa.

File continues with RG 12 vol. 1881 file 3268.74 part 5

21 September 1891 OIC 2199 is passed (signed contract and specifications attached)

8 December 1891 Inspection report from J.L.B. O'Hanly

I inspected on 5th December for subsidy purposes that section of the M&O from Vaudreuil to Rigaud.

1. Ballasting is completed and much better quality than that at first used.
2. Fencing is finished - satisfactory.
3. Cattleguards signboards and signals in place, signboards in French and English.
4. Side ditches thoroughly cleansed out and drainage is in good order.

5. No cedar bulkheads have been erected for the protection of the ends of the vitrified culvert pipes. Dry masonry has been substituted for the bulkheads of the pipes at stations 465, 476 and 483.
6. Farm crossings and gates have all been completed.
7. Water service at Rigaud is in process of completion. I mentioned in my previous report that the company proposed to adopt the gravitation system procuring their supply from the municipal council of the village of Rigaud. When the matter came up before the Council the amount was so exorbitant that the railway company abandoned the project. The company is now setting up a water service of its own on the windmill pumping system.
The windmill is in place at station 870. The tower is 40ft high to main platform with a subsidiary tower 10ft 6 inches high sustaining the axle of the mill or a total elevation above the surface of 50' 6". The windmill is 20 feet diameter.
The tank which is frash(?)proof is in process of construction. Gives details of supports etc. 24,000 gal capacity. Ontario Pump Company expected to have it completed within ten or fourteen days. It is almost certain it will be ready by Christmas. The company's train services are in the meantime being supplied from the temporary tank near Hudson on the gravitation principle referred to in my former report.
8. One second class car is procured.
9. There are now altogether ten boxcars, five additional having been procured since my last visit.
10. The company have, as yet, no platform cars of their own. They rent from the Grand Trunk such when required.
11. There is one snow plow.

New Works in addition to the works enumerated earlier.

1. A flag station at station 651 called Grahams with suitable building, platform and siding.
2. A temporary one stall engine house at Rigaud at a cost of \$1,000.00. 60' long and 20' wide. It is all wooden both foundations and superstructure. Though intended for temporary use it is very substantially built and conveniently located.
3. The substructure for the bridge over the Riviere La Graisse at Rigaud is in process of construction. Five spans 65' each. Pier No. 4, the northernmost or one next the Ottawa end, is completed. Pier No. 3 is finished to the top of the cutwater offset. More details of the bridge, excavations etc. Stone used in the masonry is Potsdam Sandstone from a quarry along the line. It is a very fine stone.

Train service

The company have established regular freight and passenger service running on schedule time twice a day each way between Rigaud and Vaudreuil connecting at the latter with the Eastern and Western morning and evening trains of the Grand Trunk and Canadian Pacific Railways. The terminus is at the Grand Trunk Railway station yard. Its accommodation must be a great boon to the inhabitants along this route who have been so long isolated.

This part of the line is in first class condition.

The company are pushing the Rigaud Bridge very energetically so as to have it ready for traffic with the opening of spring. It is then intended to push the remainder of the line from Rigaud to Ottawa under contract with a determination to have the whole road open for public traffic by 1 January 1892.

15 Sept 1892 from Collingwood Schreiber

On the 30th ultimo Mr. Ridout inspected the section from Vaudreuil to Point Fortune. This section of road appears to be well constructed with the following exceptions
Cedar bulk heads to be built on 59 pipe culverts
Station building to be erected at Point Fortune.
Company owns no rolling stock but Mr. Shaughnessy writes that the CPR have leased the road in perpetuity and furnish the rolling stock. Lease is in course of preparation.

11 Nov 1897 from Secretary of Department of Public Works

I am informed that the CPR are building a bridge across the South Nation River on what is known as the Montreal & Ottawa Railway. Please state whether permission to build the bridge has been granted by your Department.

7 July 1897 from Auditor General

Dispute as to payment of subsidy.

1. Inspection was made by Mr. E.V. Johnson who had previously done little work of the kind and is described in the departmental paylist as a draftsman.
2. Inspection was apparently done when the snow was on the ground. It was therefore necessary to explain how it was possible to make a thorough inspection then.
3. Subsidy Act says "for 30 miles of their railway from Vaudreuil towards Hawkesbury and 30 miles from the western end of the 30 miles first mentioned." It does not seem clear to me that the last few miles as actually built satisfy the condition "towards Hawkesbury".

21 May 1897 from Collingwood Schreiber

As regards the location of the last 30 miles I can add nothing to what I have already stated in my letter of 20th ultimo, but I shall be glad to show you the line laid down on a map attached to the wall of my office, by which you will be able to form your own opinion as to whether or not the law has been complied with.

As regards the inspection work, the road has been thoroughly and properly inspected and I may add the snow in no measure interfered with such perfect inspection.

As regards Mr. Johnson's qualifications to make such an inspection, if you will not take my word for them, I do not know how to satisfy you, I repeat he is fully qualified to the work or he would not have been sent out to perform the duty.

Much additional correspondence - it pointed out that there are three Hawkesbury's , the townships of East and West and the village. The line runs through both townships and within 6 miles of the village.

21 September 1897 Treasury Board Minute

Accepts the view of the Department as opposed to Auditor General.

21 October 1897 From Collingwood Schreiber

Mr. E.W. Johnson inspected the line extending from 33rd mile from Vaudreuil to 45 ½ miles west thereof and informs me the road is well built according to contract.

17 October 1897 From Collingwood Schreiber

Authorizes a trestle bridge of 118 feet span (9 bents) at station 1311 at Caledonia Springs.

19 Nov 1897 From R.W. Leonard Manager of Construction

Submits plans of proposed bridge over the Rideau River at Ottawa.

26 October 1897 OIC 2968 is passed.

13 October 1897 from Collingwood Schreiber

I hereby certify that the Section of the Montreal & Ottawa Railway extending from Vaudreuil towards Vankleek Hill a distance of 33 miles has been completed according to Contract and Specification and is accepted by the Government.

11 October 1897 from CPR

Line is now ready for inspection as far as Alfred, 29 ½ miles from Rigaud.

11 March 1897 from Collingwood Schreiber

Mr. Johnson inspected the section from the 23rd mile out from Vaudreuil to the 33rd mile and he informs me the road is completed according to contract. Note the road is being operated to Alfred but is not quite completed according to contract between Vankleek Hill and Alfred.

20 March 1897 OIC 651 is passed.

16 Sept 1898 from secretary

Balance of subsidy due - about \$46,000. On the last inspection the engineer reported the line as completed with the exception of some ballasting but as this is only the second lift of ballast it should not affect the subsidy. Track laying was completed to a junction with the St. Lawrence & Ottawa last year and the road was completed in all other respects, except the second lift of ballast on some portions, before the end of July this year. A regular train service was put in operation as far west as Plantagenet early last Autumn.

As the subsidy applies only to 60 miles of the line from Vaudreuil, which point is reached about 10 miles west of Plantagenet.

More nasty correspondence with the Auditor General.

16 December 1897 from CPR

We have completed and ready for inspection about five miles more from Alfred westward, about all that we shall do this winter. As we wish to open for traffic at once I have to ask whether you would be good enough to have it inspected? Perhaps you can have the inspection at the same time for subsidy purposes.

25 Aug 1898 from Inspection Report from E.V. Johnson.

I inspected the line on 24th inst. From Plantagenet Springs station to its proposed junction with the OA&PS at Hurdmans Road. I was accompanied by Thos. Tait, CP General Manager; C.W. Spencer Superintendent; R.W. Leonard Engineer; MacPherson Engineer. Alignment Conforms to plans and profiles, the steepest grade being 42.23 feet per mile and sharpest curve 5730 ft radius (1 degree) with the exception of one short 6 degree curve coming into the junction at Hurdmans Road.

Grading Fully completed. Cuttings and embankments being to the full width of 20' and 15' respectively. Thoroughly drained and for the most part neatly dressed.

Fencing Line is fenced throughout with page wire fencing on cedar posts.

Farm Crossings All are properly graded, drained and fitted with suitable gates.

Public Road Crossings are well and neatly furnished with surface cattle guards and sign boards in place.

List of Structures

1802 Pile culvert 12'

1822 5 bent (13' centres) pile trestle

1868 masonry arch 8'

1975 pile culvert 12'

2129 Darby's Creek, deck plate girder 60'

2205 Cobbs Creek 30 bents pile trestle, 13' centres

2503 North Indian Creek deck plate girder 40'

2533 Pile culvert 12'

2760 Open beam culvert 6'

2856 masonry arch 8'

2998 masonry arch 8'

3030 open pile culvert 12'

3055 pile bridge 24'

3318 open pile culvert 12'

3483 Black Creek masonry arch 12'

3509 masonry arch 30' with arch abutments each 12'

3690 54 bent pile trestle 13' centre to centre.

Rideau River ½ deck plate girder 8 spans of 65' 4" each

Hurdman Road ½ deck skew plate girder 42' 6"

Bridges at Darby's Creek and North Indian Creek

The bridges at Darby's Creek (2129) and North Indian Creek (2503) are steel structures built in accordance with the plans approved 5 May 1898, 60' and 40' deck plate girders on substantial masonry abutments with standard floors. This 8"x14" long and 4" part. Inner guard rail 5"x8" with angle irons - outer guard rail 8"x10" all bolted every 4th tie.

Rideau River Bridge is a ½ deck steel structure, 528' 8" from ballast wall to ballast wall built on plans filed in the Department 21 Dec 1897. Girders 13' apart - ties 13' long

8"x14½ " with two guard rails of 5"x8" and 7"x8". The bridge rests on substantial and well finished masonry abutments and piers.

Hurdman's Bridge Road Bridge is a ½ deck plate girder, similar to that in use on the OA&PS Ry. by its side. The bridge rests on substantial concrete abutments with very neat finish. I do not find any plan of this bridge in the Department.

Pile trestles Of the pile trestles, those at Cobbs Creek Station 2205 - 30 bents and near Hurdmans Road, sta. 3690 have all piles of pine, all others are cedar - all trusses have approved pine floors with two guard rails &c.

Open culverts those at stations 1802 and 1975 have 10" cedar walls, others have 4" cedar walls - app with approved floors.

Arches the arch culverts are all well finished substantial masonry structures - the same may be said of the stone box culverts.

Box culverts the wooden box culverts are all well built of 10"x12" cedar and approved design.

Track The track is laid with steel rails 73 lbs. to the yard, connected with 26" angle plates with 4" bolts.

Ballast From Plantagenet to the Rideau River the line is fully ballasted, with a minimum depth of 10 inches under the tie, from Rideau River to the junction at Hurdmans Road ballasting is in progress and will doubtless be completed this work (by the 27th inst.)

Stations The stations are:

	Sta.	Siding	strap? Siding
Pendleton	2072	1600'	500'
The Brook	2370	1600'	550'
Hammond	2555	1600'	500'
Leonard	2845	1700'	500'
Navan	3068	1600'	500'
Blackburn	3400	1600'	500'
At Ottawa East there is also		1400'	

The above are all clear lengths.

The buildings are all, with the exception of Blackburn, combined passenger and freight, neat and commodious and thoroughly finished throughout.

Blackburn is a flag station - a neatly finished building of two rooms.

Sidings The sidings at "Pendleton", "The Brook", "Blackburn" and "Ottawa East" are not yet ballasted. It is expected that this will be done within a week - all other sidings are ballasted.

Crossing CA Railway At Hammond, sta. 2555, the line crossed the Rockland Branch of the Canada Atlantic Railway.

A substantial diamond has been laid in and the crossing is protected by a complete system of derails and signals interlocked, constructed and placed by the Canada Switch and Spring Co. Derails are placed in each track on both sides of the crossing at a distance of 500ft. Home signals 50 ft. from the derails and distant signals 1200ft from home signals. These are all operated by a ten (10) lever machine in a convenient and suitable cabin. The whole system is purposely interlocked and is in good working order.

The only work required to complete is the placing of guard rails at derails, this is not yet done, but instructions have been given in my presence to have this immediately attended to.

Crossing St. Lawrence & Ottawa Ry. At station 3648 the line crosses the tracks of the St. Lawrence and Ottawa Ry. Here a diamond similar to that at Hammond has been placed in position and two semaphore signals erected immediately at the crossing, these are the only protection appliances in use at present.

Arrangements for connecting with the OA&PS Ry. are not yet completed.

Signals Semaphore signals are in good working order at all stations-

At Leonard station a 40,000 gal water tank has been erected and is in use.

In conclusion, I beg to report that I consider this railway, from Plantagenet Springs to the point of proposed junction with the OA&PS to be in good and safe condition for public traffic.

I am, Sir, your obedient servant,

E.V. Johnson

30 September 1898 OIC 2261 is passed

29 September 1898 from Collingwood Schreiber to Secretary of Department

I have had the section of the Montreal and Ottawa Railway from Plantagenet Springs station to crossing of Rideau River inspected and found to be in excellent running condition.

I suggest it may be safely operated for Public traffic and I recommend that the usual authority be given to operate it.

Book of Reference shewing a portion of the M&O through Ottawa City

8 July 1897 From John Barrett to T.G. Shaughnessy CPR

At a meeting of the inhabitants of the valley of the Nation River held on 12th April 1897 at the Nation Valley Cheese Factory to consider the advisability of protesting against the construction of a Rail Road Bridge on the Nation River at the pitch-off. It was moved by P. Lynch, seconded by Alex McGillivray that John Barrett be Chairman.

It was moved by Hiram Sloan, seconded by James McGregor that, in the opinion of this meeting the construction of bridge at the pitch-off would be the means of endangering the lives and property of the inhabitants of the Nation Valley - that building a pier or piers in the stream would obstruct the flow of the water and might be the cause of an ice jam which would fill up to the bottom of the river and raise the water five or six feet at the bridge which would cause a rise of fifteen or twenty feet six or eight miles up the stream, which would cause the loss of many lives and all the livestock and buildings on the said valley of the Nation River.

Be it further resolved that we protest against the construction of such a bridge as may endanger our lives and property. And that the Chairman and Secretary transmit a copy of the foregoing to the Railway authorities engaged in the construction of the said intended bridge.

11 August 1897 from Secretary CPR to Secretary Department

Mr. Tait is getting together the necessary information to enable him to reply to the protest against the proposed bridge (at the "pitch-off") and will adopt your suggestion to meet the Complainants on the ground and discuss the matter with them.

More problems with the Auditor General - payment without a certificate.

18 May 1891 from Thomas Ridout

Inspection of the interlocking-derailing crossing at rail level made by the M&O across the CPR at Vaudreuil, about $\frac{1}{2}$ mile west of the CPR station and about the same distance from the junction with the GTR near to the station of the latter.

Goes into great detail, method of working, levers etc.

5 September 1892 From Thomas Ridout

Inspection for subsidy purposes on 30th ult. with regard to subsidy the portion of the M&O from CPR at Vaudreuil to Point Fortune. I was accompanied by Mr. Hugh, McMillan, Mr. Roy, the Engineer and Mr. Stubbs, Secretary of the company and also Mr. A.W. Kirkpatrick Division Engineer of the CPR.

I found that the junction with the Grand Trunk had been abandoned and that the track leading there taken up as also the crossing of the CPR - thus doing away with the interlocking crossing at this place - a connection being made with the CPR at their Vaudreuil Station without crossing the main line.

The portion from Vaudreuil to Rigaud was reported on by Mr. O'Hanly on 8 Dec 1890 as completed with the exception of the following items:

Cedar bulkheads at 35 vit. clay pipe culverts	\$140
Completion of water tank at Rigaud	\$300
Completion rolling stock 2 platform cars	\$800
	<u>\$1240</u>

I found that the water tank at Rigaud had been completed.

But no bulkheads had been put in at the 35 pipe culverts.

With regard to the items for completion of rolling stock I was informed that the CPR had either acquired or leased the Railway and that all the rolling stock previously owned by the company had been transferred to the CPR who would furnish all that was required for operating purposes.

From Rigaud to Point Fortune - see Point Fortune File

17 June 1898 From M&O to Secretary of department

I have the honour to notify you that it is the intention of the Montreal and Ottawa Railway to open that portion of their railway from Plantagenet to Ottawa for public conveyance of passengers on or about the 17th of July, 1898.

End of file.

Alfred Peat Railway

RG 13 vol. 257 file 625

Claim of Hammant Steel Car and Engineering Works against the Peat Committee.

Total amount of claim - \$653.27.

2 Feb 1920 Order placed for four side dump, V shaped, cars for the Anrep Spreading System. \$152 per car. "Cars to have Hyatt steel roller bearings and cast steel double flanged wheels, patterns for which will be forwarded from William Hamilton Company of Peterborough. These cars to be shipped from Hamilton to the Peat Committee at Alfred, ON not later than March 15th".

14 Feb 1920 Order accepted.

15 Mar 1920 A visit to Hamilton found no trace of the stock required for cars. The Company had been forced to put it into an order from Mussels of Montreal.

2 Jul 1920 Season now so far advanced that the cars are of little use.

28 Jul 1920 Cars billed from Hamilton but Mr. Orr instructed to refuse them. Still in the freight shed at Alfred.

Also at the site are a turntable and eight harvesting cars. The season is only 100 days because the peat requires a certain length of time to dry and this must be done in the warm summer months.

RG 46 accession no. 1992-93/066 box 33 file 31984
Interlocker at Vankleek Hill

17 December 1896 Letter from CPR to Chairman of the Railway Committee

Applies for an order approving the crossing of the CAR by the M&O in accordance with a memorandum of agreement dated 24 November 1896. Attaches copy of the agreement.

Agreement - CAR gives permission. M&O agrees to provide and maintain the crossing as will meet the requirements of the Railway Committee and also the approval of a CAR engineer. Will not impede the CAR and will prevent damage to CAR. The trains of the CAR of any class shall have priority over those of the M&O.

Plan dated Nov 24 1896 shows a signal tower in the north east quadrant. Derails 509' from the diamond, home signals 50 feet in advance of the derails and approach signals 1200' from the home signals.

21 December 1896 Privy Council order is issued - see data base for details.

27 April 1922 Letter from CPR to BRC

Applies for authority to close down the interlocking plant between 10.00 pm and 6.00 am daily and from 6.00 am to 10.00 pm. Sundays. There are no regular trains operating over the Grand trunk during these hours.

Arrangements will be made to leave the key of the tower with one of the Company's signalmen who lives in the house at the crossing and, accordingly, any irregular GT train movements over the diamond can be taken care of. The signals and derails of the GTR during the hours the plant is closed should be set against the GTR and those on this company's lines to be set clear for CPR trains.

Note on file

GTR services Hawkesbury subdivision

No. 136 Mixed, Vankleek Hill, 8.25 am
No. 135 Mixed, Vankleek Hill, 6.55 pm.
Both daily except Sunday.

13 May 1922 Memorandum from Inspector McCaul to Geo. Spencer, Chief Operating Officer

Crossing is $\frac{1}{2}$ mile east of Vankleek Station on CPR.

If granted the railway companies would have to be relieved of rule 611.

Present GTR service is mixed train daily except Sunday, southbound passes around 8.10 am and northbound passes about 7.00 pm frequently late, especially the northbound.

CPR consists of 7 passenger trains a day in each direction daily except Sunday when only 5 of these trains run. Some of these are high speed trains. In addition there are two regular freight trains daily except Sunday westbound, Monday eastbound, also a way freight in each direction daily except Sunday.

It is not clear whether CPR intent to have the GTR trainmen operate the signals for irregular usage in which case would object to the proposal.

Would be better to have the GTR to advise the CPR of such movements and for CPR to arrange to have their signalmen on hand and that all CPR trains be given a 31 order directing them to approach the interlocking plant under control expecting to find a GTR train using the crossing.

15 May 1922 Note from Spencer

If the GTR agrees I see no objection. I will cover the points raised by Inspector McCaul.

25 May 1922 Letter GTR to BRC

Both railways are dispatched from Ottawa and if CPR will undertake, upon being advised by GTR of our desire to run a train during the hours the interlocking is closed, to have the regular signalmen on duty we will have no objection. In the event of any delays to our extra trains by reason of the signalman not being on time, the CPR will be held responsible.

1 June 1922 Order 32459 is issued - see data base for details.

9 June 1922 Order 32484 is issued - corrects 32459, see data base for details.

20 March 1931 Letter from CPR to BRC

Applies for authority to install automatic interlocking. PlanX-2-214-4 of 24 september 1930 is attached.

23 March 1931 Letter from CNR to BRC

Plan X-2-214-4 is satisfactory. All expenses to CPR.

Internal correspondence

The CPR wish to rebuild the interlocker with home and approach signals but without derails. Should issue an order similar to 46426, Regina, in which derails can be installed subsequently if the Board saw proper to do so.

26 June 1931 Order 46929 is issued - see data base for details.

10 July 1932 Letter from CPR

This is the first instance where the Board has suggested the possibility of derails being ordered at a crossing protected by automatic signals. There is no good reason for such suggestion. On the eastern lines alone we are operating 8 crossings protected by automatic signals which have been in service for 1½ to 7 years and we have not had any trouble at any of them on account of lack of derails. This inclusion of a reservation in the order practically means that the work cannot be undertaken as, apart from the heavy additional expense in the operation of automatically operated derails we would not feel justified in making any change from a mechanically operated plant unless the removal of the derails were definitely authorized as, on account of winter conditions automatic derails could not be operated satisfactorily and any attempt to operate them wuld undoubtedly result in serious delay to traffic.

At this particular plant the change to automatic signals without derails will cost \$14,000.00. To add automatically operated derails would cost \$10,000.00 more if installed when the change is made or \$12,000.00 more if installed afterwards.

Internal correspondence

Regina is not a similar case as the interlocking plant is operated mechanically by signalmen.

(It appears the automatic interlocking was not installed)

29 July 1931 BRC to CPR, CNR, Pere Marquette, Michigan Central

Requests number of mechanical interlockings operated with derails and the number automatic plants operated without derails, that have been installed for the past 12 years.

18 August 1931 detailed response from CPR
19 August 1931 detailed response from CNR

31 August 1931 Order 47288 is issued - see data base for details.

22 May 1941 Letter from CPR to BTC

requests approval of plan X-2-214-5 revised to April 22, 1941 showing proposed installation of automatic signals replacing mechanical interlocking approved by PCRC 26 Dec 1896.

23 May 1941 Memorandum from D.M. Noell Signal Engineer to Mr. Kilburn

Plan shows an automatic interlocking without derails. The distant signals on the CNR are fixed 2450' and 1625' in advance of their home signals. The approach circuits will therefore start at the distant signal in each case.

It has been customary under such conditions to impose 20 mph speed restriction for all trains between the distant and home signals. On the CPR there is a three position distant signal located ample distance from the home signal for full speed for westbound trains. For eastbound trains the distant is fixed and there is only a distance of 2023' between the fixed distant and the home signal but there is a permanent speed restriction of 10 mph over the crossing 440' west of the distant signal (order 40876). In view of the distances being so short the speed restriction now in force would be ample for CPR trains.

9 July 1941 Order 60937 is issued - see data base for details.

19 August 1941 telegram from D.M. Noell at Vankleek Hill to Kilburn

Have inspected the automatic signals and found installation complete and functioning satisfactorily. Recommend order be issued allowing CNR and CPR to operate through the plant without first being brought to a stop.

21 August 1941 Order 61122 is issued - see data base for details.

23 April 1952 Letter from CPR to BTC

Encloses plan X-2-214/5 revised to Feb 19 1952 showing aspects of home signals on CNR changed to conform to UCOR.

5 May 1952 Order 78883 is issued - see data base for details.

18 June 1956 Letter from CPR to BTC

Requests approval of plan and profile 2078 14 May 1956.

3 July 1956 Memorandum from Noell to Secretary

The proposed changes will be an improvement.

9 July 1956 Order 89184 is issued - see data base for details.

5 March 1957 Letter from CPR to BTC

The work authorized by 89194 was completed February 27. Please arrange for inspection, we request authority to operate passenger trains over the crossing at 50 mph.

18 March 1957 memorandum from J.A. Sutherland, Signal Engineer to J.E. Dumonter, Director of Engineering

Inspected March 12. Changes have been completed and the signals were operating satisfactorily.

16 April 1957 Order 91405 is issued - see data base for details.

29 April 1957 Letter from BTC to CPR

Recent incident. Train crew held a train order fixing a meet at Vankleek Hill. When the engine on the westward train was within a few feet from the westward interlocking signal protecting the diamond the signal flashed red and the engineer made an emergency application of the brakes.

Not satisfactory especially when a time interval is imposed between the placing of the top unit to the stop position and the clearing of the bottom unit to the restrictive indication.

CPR requested to give consideration to the changing of the present control of the westward interlocking signal 331.

27 May 1957 Letter from CPR to BTC

Changes will be made so that when trains are meeting at Vankleek Hill and the top unit resumes the stop indication the bottom unit will immediately display yellow, rule 601d, proceed at restricting speed.

5 September 1986 Letter from CPR to CTC

Following the issuance of order R-39494 which authorized the abandonment of a portion of the M&O sub, the interlocking at the crossing at grade with the CNR was permanently removed from service on August 29 1986.

End of file.

**RG 46 vol. 1575 file 24356.1
Cleaning of cars in Ottawa**

See notes on Alexandria subdivision.

**RG 12 vol. 510 file 4606.63
CPR land from Sappers Bridge to Hurdman**

10 November 1895 from CPR to Emmerson, Minister

Sets out background to O&APS lease of land for Central station - to be used by all railways etc.

This company some three years ago acquired the ON&W which enters Ottawa from the west over the Interprovincial Bridge and terminates at Sappers Bridge. The railway which this company operates between Montreal and Ottawa terminates at present at Ann Street, a distance of about 4,000 ft. easterly of Sappers Bridge.

The company's transcontinental traffic passes over this route and it is not only in the interest of the various companies concerned, but also of the public generally, that this property along the Rideau Canal, which has virtually been set apart by the crown as a railway thoroughfare through the Capital should be used so as to permit of the greatest efficiency in the railway service of each company.

At present the transcontinental trains of this company frequently have to wait at Sappers Bridge before entering the station because trains of the CAR being on the though tracks and in other respects the present service is unsatisfactory.

The two tracks upon the Canal property next to the canal have hitherto been partially used by the CAR as storage tracks. It is submitted that the land upon which these two tracks are situated might be better devoted to affording to this company a track of its own upon the Canal reserve and thus give a better service to the public and also the enable the company to supply the one missing link in its transcontinental service.

Asks that the Crown take the necessary steps to provide this company by way of a lease for a term of years sufficient land along the canal property from Sappers Bridge to Ann Street upon which it may construct two tracks for its own use - shown on a plan which is missing - for conservation.

14 December 1905 from Department to Grand Trunk

The reserve land in question was leased o the OA&PS and later CAR, by purchase your interests are derived. Default has been made in certain of the conditions notably in failure to construct within three years from 2 March 1898 a permanent Central Union depot on the site adjacent to Sappers Bridge of such size, design and material as will make it a worthy architectural feature of the City. I am directed to ask what your company propose to do to meet these unfulfilled conditions of the said leases.

There was a meeting with the Minister on 19th December 1905. No details

End of file.

RG 46 vol.. 1365 file 4205.796 Closure of the station at Hammond

2 February 1932 from CPR to Board

Application to close the station as an agency and install a caretaker to handle lcl and express. Attaches letter to the mayor and statement of earnings Jan 1929 to Dec 1931.

1929 \$10,209.32

1930 \$8,474.08

1931 \$7,418.80

Opposition from Clarence twonship.

15 February 1932 order 48143 is issued

13 July 1960 from CPR to Clarence

Intend to request permission to replace the caretaker agent by a caretaker.

13 August 1960 from Clarence twp. to CPR

There was no resolution adopted but the decision is favourable.

26 September 1960 application from CPR to Board to remove the caretaker agent and replace with caretaker.

10 November 1960 order 102919 is issued

9 April 1962 from Clarence township to CPR

It would seem that there are no arguments possible to oppose the closing of the station.

19 April 1962 from CPR to Board applies to remove the caretaker and remove the building.

28 May 1962 order 107999 is issued.

25 June 1962 from CPR

The caretaker and the station building have been removed. The station name is being removed from the passenger tariff, but as carload freight is handled at this point, the freight tariff is being revised to show this station as a carload point only.

RG 46 vol.. 1365 file 4205.797
Closure of the station at Pendleton

2 February 1932 application from CPR

Opposition from municipality.

15 February 1932 order 48142 is issued

2 February 1949 from CPR to Municipality of North Plantagenet

Due to the war and the establishment of an RCAF depot close to Pendleton we appointed a regular agent on 10 August 1942. However earnings have dropped off and it is our intention to replace the agent with a caretaker agent.

9 March 1949 from North Plantagenet approves of the proposal

21 March 1949 application from CPR to Board

29 March 1949 order 72211 is issued

25 November 1957 application to remove the caretaker agent and substitute a caretaker.

15 January 1958 order 93410 is issued

4 June 1958 from CPR to North Plantagenet

Due to caretaker J.E. Collins not receiving contract for the handling of government mail, he declined to continue in the position of caretaker at Pendleton and we have not been able to secure a suitable replacement at the small salary offered, the station has been closed since May 10th. The waiting room has been left open for the convenience of passengers.

In view of the difficulty of obtaining a suitable caretaker at this station it is our intention to apply to close it permanently and to operate it as a shelter only.

Objection from North Plantagenet.

6 November 1958 application from CPR to remove the caretaker and operate the station as a shelter.

18 December 1958 order 96594 is issued

6 September 1960 order 102242 is issued

RG 46 vol. 1507 file 4205.37

Closure of McAlpin station

4 January 1915 Application to close station as a regular agency and appoint a caretaker for the winter months or until business conditions improve. Shows earnings by month.

12 February 1915 Inspector Lalonde's report.

Station is a small wooden building more appropriate for a flag station than for a regular agency, being about 30' x 14' divided, one compartment for the agents office and the waiting room, the remainder used as a freight house. Salary paid to the agent is \$66 per month plus commission on express amounting to three or four dollars per month. A regular permanent agent was appointed about September 1912. Appointment of a caretaker in the winter months does not seem plausible considering the fact that it shows an increase over last year and the difference in salary.

23 February 1915 order 23344 is issued.

25 March 1915 complaint from Caledonia township that it was not consulted.

Petition from West Hawkesbury

NB some correspondence uses McAlpinE

6 April 1915 Hearing held

30 September 1915 further investigation by Inspector Lalonde.

Many of the cars shipped went only to Vankleek Hill on the CP and then via Grand Trunk. Some livestock is loaded, but most is driven to Vankleek Hill.

No action unless further communication is received from complainant.

5 March 1958 from CP Superintendent to Reeve of Caledonia Township.
I understand you will not oppose the reduction of a caretaker. Train service will remain unchanged.

2 June 1958 Application to remove the caretaker.

18 July 1958 order 94927 is issued.

5 July 1960 from Caledonia township
No objection to removal of the station buildings at Caledonia Springs and McAlpin.

28 July 1960 application to remove station buildings at Caledonia Springs and McAlpin.

17 August 1960 order 102079 is issued.

RG 43 vol. 476 file 14175
Location of Montreal and Ottawa Railway.

3 May 1911 from CPR
Need to produce authority for a crossing about 3/4 miles west of Vankleek Hill.
No response.