

November 1st 1956

File No. 40892.4

Mr. J.E. Dumontier
Director of Engineering,

Mr. R.M. MacDonald
Director of Operation

On October 30th we made a joint inspection of the proposed abandonment of Operations over the New York Central Railway Company between Ottawa and Cornwall and the U.S.A. The following were present:

Mr. C.C. Lathey - Division Engineer N.Y.C.
Mr. Butler -- Engineering Department N.Y.C.

The inspection was made by Rail Inspection Car over track between Ottawa and Cornwall and return trip over highways adjacent to railway from Cornwall to Ottawa.

The track on which abandonment of operation is requested is 57.9 miles long. Weight of rail is 80# ranging from 30 to 40 years of age, there are many low joints and bent rail ends. The track is about 90% tie plated and about 80% treated ties. Tie renewals have been about 4000 ties per year for last 10 years. Ballast is mostly all cinders due to roadbed being mostly through muskeg and low lying land. There are very few curves on track and maximum grade northerly is 1.048% and southerly 1.079%. There is 1-130' D.P.G. bridge 1-60' T.T. bridge and 2 or 3 small steel bridges all in good condition. The track is good for 30 to 40 mile operating speed. The right of way fence is in good condition due to considerable live stock being in area.

The railway runs through rural Ontario with many improved roads either gravel or hard top surfaces.

The New York Central track cuts over 4 other railways at grade throughout its length which puts all communities at reasonable distance from an existing railway .

The application for abandonment of operation evolves around Cornwall bridge which would require 2 new bridges to allow shipping to use new channel through new St. Lawrence Seaway. The bridge adjacent to Cornwall would remain but connection to two new bridges would require 5.08 miles of railway diversion and abandonment of 2.11 miles of track, The estimated cost for required changes is \$9,332,000.

The seventy highway level crossings are only fair for sight lines and approach grades.

The right-of-way has not been cleared of brush and small trees for several years and is over grown in many places.

The track is maintained by two section gangs of 1 foreman, and 6 men at Ottawa and 1 foreman and 5 men at Cornwall. The men are reduced to 3 men at both locations during winter force period. In the event of abandonment these men have seniority rights in U.S.A. providing they can pass immigration regulations.

The general condition of all N.Y.C. buildings is poor. They all require considerable maintenance.

The communities to be affected by this abandonment are typical rural Ontario settlements between Ottawa and Cornwall. The major business of the area concerned is farming and the business establishments of the villages were stated to be coal dealers, grain and feed merchants, general stores, poultry raising, some hotels, garages, cheese factories and egg grading stations. The area appears to be well served by telephone, and the County and Township roads which are plowed in winter should provide satisfactory access to stations on the Canadian National and Canadian Pacific Railways from all stations and areas now served by the New York Central. There is truck service through the area between Cornwall, Alexandria and Ottawa. There is a bus service through the northern part of the area, one a day each way from Casselman through Embrun, Russell and Edwards to Ottawa. It was stated there was no bus service southward to Cornwall. The present train service on the New York Central consists of one non-scheduled train a day in one direction only. The train handles freight and express and leaves, Cornwall on Mondays, Wednesdays and Fridays about noon and arrives Ottawa about 5:00 p.m. The return trip on Tuesdays, Thursdays and Saturdays leaves Ottawa about noon and arrives Cornwall 5:00 p.m.

Following is a brief outline of stations concerned:

OTTAWA, Ontario.

Station is of frame construction approximately 200' x 45' divided into waiting room, freight shed., with the offices over the waiting room portion. The staff is one Agent, a clerk and cashier. The single engine house is cement block construction. There are yard and team tracks with interchange facilities to the C.N.R. and C.PR,

EDWARDS, Ontario.

A non-agency station, with small shelter and stub end team track of 9 car capacity. Stated to have a population of 800 with a small general store. Has handled only 2 car loads this year.

RUSSELL, Ontario.

Day agency station frame building 90' x 15' - office, freight, express shed and waiting room, One team track of 29 car capacity. Population stated to be about 700. Is 7 miles to Vars on Canadian National Railways by road and there is no toll charge for telephoning to Vars. All car load traffic is inwards and is mainly coal, fertilizer and mill products. Principal receivers are Shahn Brothers for coal and R.M. Warner Ltd* General Store. Inward car loads to date this year amounted to 41. Station accounts for Edwards.

EMBRUN, Ontario.

A day agency with a frame 45' x 15' station and one team track is 6.5 miles by road from Limoges and 10 miles from Casselman on the C.N.R. Stated to have a cooperative Store, feeder dealers, 2 hotels and 5 general stores with a population of 900. Outward carloads are practically nil and inwards about 70 per year being mainly coal, lumber and mill products.

ST. ALBERT, Ontario.

A non agency station with no facilities except a 4 car stub end team track* Very occasional outward traffic but none this year, Only a few inward cars.

CRYSLER, Ontario.

A day agency with a 24' x 33' concrete block station and separate frame freight shed 27' x 18' and a 12 car team track. There is also a Traders Spur serving the Begg Lumber Company. Mr. Begg stated he received about 30 cars a year, mostly coal with the balance lumber and building materials. He also has his own coal bins, warehouse and a scale. Mr. Begg would apparently have to receive his cars on another railway, probably the Canadian Pacific Railway at Finch, 10 miles south on a good paved road. He did not like the idea and suggested the line be kept in operation from Finch to Crysler. The population was stated to be about 1200. The telephone exchange is Chesterville and serves Finch, Berwick., Crysler and St. Albert with a toll charge to Casselman and Moose Creek both on the Canadian National Railways and 10 miles from Crysler by improved road.

BERWICK, Ontario,

Non agency station, with a 151 x 201 frame station. Has a team track and a population of 200, and is a flag station for Crysler. B.C. McIntosh has a feed mill on the team track. Outward traffic is about 2 cars and inward between 20 and 30 a year.

FINCH, Ontario,

The New York Central maintain no facilities at Finch and use the Canadian Pacific Railway team track for the two or three cars a year. Has interchange with the Canadian Pacific Railway,

NEWINGTON, Ontario

A non agency station with a 45' x 15' building and a 3 car team track. Situated 5.5 miles from Finch, by road. Receives between 15 and 20 cars a year inwards and a few outwards.

CORNWALL, Ontario.

Facilities consist of a small yard, a combined freight, express and station building approximately 180' x 40' with tool house and shed. It was stated that very few inward or outward cars were received or despatched from or to stations between Cornwall and Ottawa. There is interchange with the Canadian National Railways., Canadian Pacific Railway and Cornwall Street Railway.

RECOMENDAT IONS:

Our inspection confirmed the information contained in the application from the New York Central and in consideration of these facts and in view of the lack of any appreciable or unadjustable inconvenience that would ensue to anyone we recommend that the application be granted.

G.B. Mercer
District Engineer

W.A. Pringle
District Inspector