



# CLEAR BOARD

JUNE 1969

VOL. IV NO 4

formerly The Branchline

---

## OUR NEW NAME

"Clear Board", we think, better typifies the dynamic nature of rail enthusiasts in the Capital area. Railway branch lines, while certainly important in building our country, are just about a thing of the past. They are generally redundant and are being abandoned. So why don't we abandon our Branchline and move onto the high iron toward even greater progress. Clear Board!

---

## OUR PUBLICATION

Clear Board will be published as often as available material warrants. Submission of articles such as the one in this issue by Mr. Bruce Ballantyne will assure a more frequent, more worthwhile publication. We earnestly solicit such material. News of group events should be sent well ahead of occurrence because of our erratic publication schedule. Please send all material to:

W. Pharoah, Acting Editor, 797 Eastvale Drive, Ottawa 9.

---

## EVENTS

Two events of the Ottawa CRHA Group seem to be headed for unqualified success. Both these events have been announced at regular monthly meetings, and appear here for the record only:

### Annual Dinner

Mr. J. Norman Lowe, CN Information Officer and regular contributor to Canadian Transportation, is the guest speaker at the Annual Dinner to be held on Tuesday, June 3. Mr. Lowe also will show CN's latest Year in Review film. The dinner is to be held at Alta Vista Station and is preceded by a social hour (and a half) starting at 6:30. All members of the Ottawa Group have been telephoned.

### EXCURSION

The Thurso and Nation Valley has agreed to do it again. Another excursion will be operated, this one on Saturday, June 28. The train will leave Thurso at 9 am. Steak dinner will be provided at the end of the line. The all-inclusive price is still \$5.00. This excursion has been sold out as a result of the announcement at the regular monthly meeting, but those who want placement on our waiting list should get in touch with Mr. Bill Williams at "Hobbyland". Tickets ordered previously but not picked up by June 21 will be made available to the waiting list.

## TWO PLANS FOR THE RAILWAYS OF OTTAWA

...a Comparison by Bruce Eallantyne

---

Recent completion of the final stages of railway relocations and abandonments in Ottawa make interesting a study of past plans with regard to this subject. While browsing through some old books in an attic, I came across a book entitled: "Report of the Federal Plan Commission on a General Plan for the Cities of Ottawa and Hull 1915". In this book there is a full section dealing with railways at that time. Some of the plans have been carried out since, while others were abandoned due, probably, to the cost of implementing them.

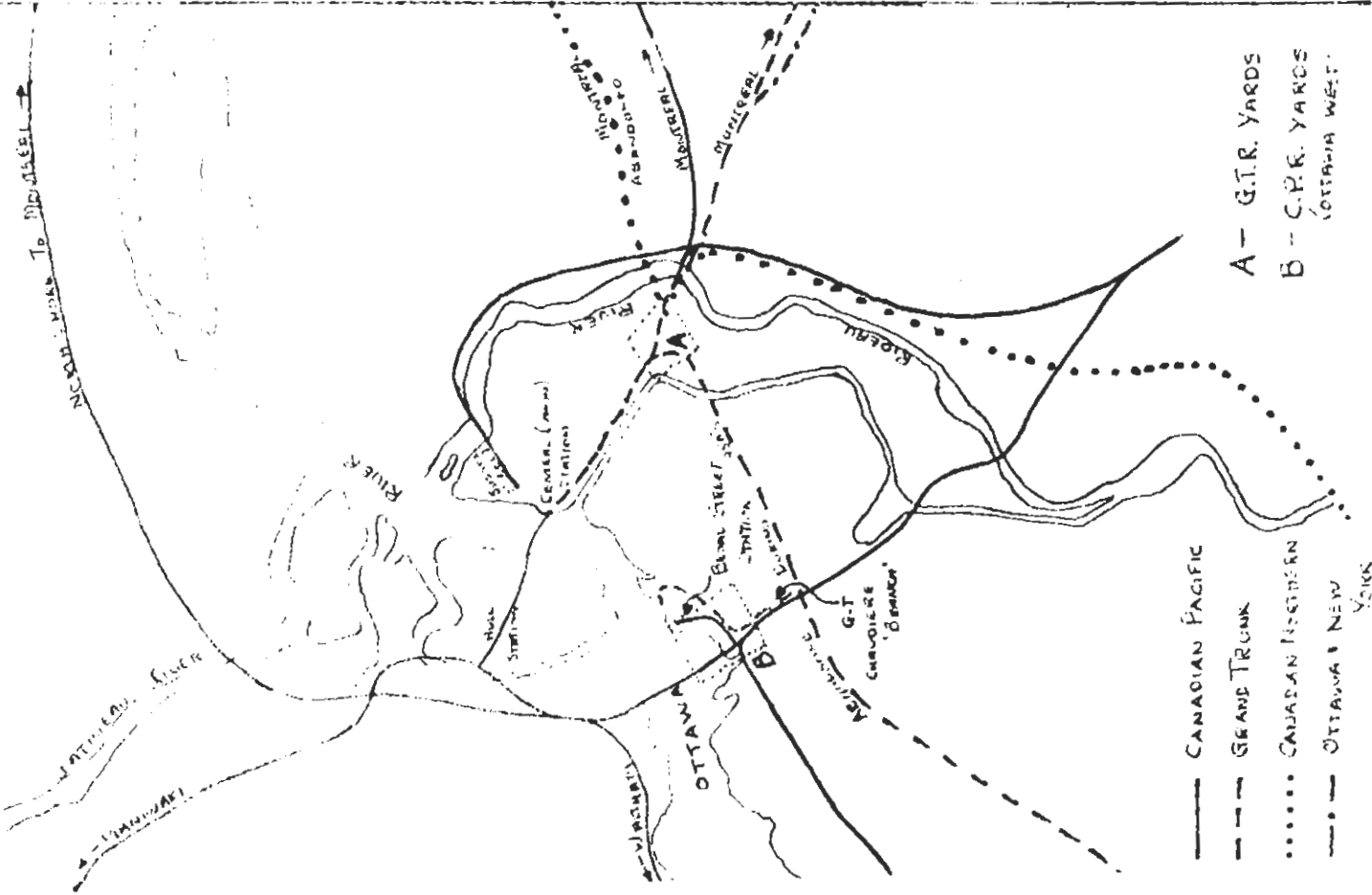
As an introduction to the railway plans of 1915, the Commission gave several bases which had to be considered before any program could be worked out. These included: development of areas for railways which would not restrict the growth of the city; relocation of railway facilities to outlying areas of Ottawa (a plan which has been carried out); the placing of passenger facilities as close to the community as possible (a plan which has been negatively followed; and, finally, a control of industrial development and the related rail service by the allocation of areas for this purpose.

By describing and comparing the different plans, railway by railway, one can see the similarities and differences of the 1915 plans and the plans carried out recently.

To begin with, let us look at the Canadian Pacific Railway. Some striking and unusual plans were developed for Canadian Pacific in 1915. The plans included abandonment of the Broad Street station and the combining of these facilities with those at Central or Union Station in the heart of the city. To gain access to Union Station from the west it was proposed that a tunnel be built from about Bronson Avenue, running under Wellington Street, to Union Station. Canadian Pacific trains from the north (Waltham, Maniwaki, and North Shore trains) were to use the Alexandra Bridge to reach the station. The tunnel and Carleton Place Subdivision were to carry the trains of both the Canadian Pacific and Grand Trunk railways coming from the west to Union Station. A local station was to be built just west of the Broad Street station to serve the growing western region of Ottawa.

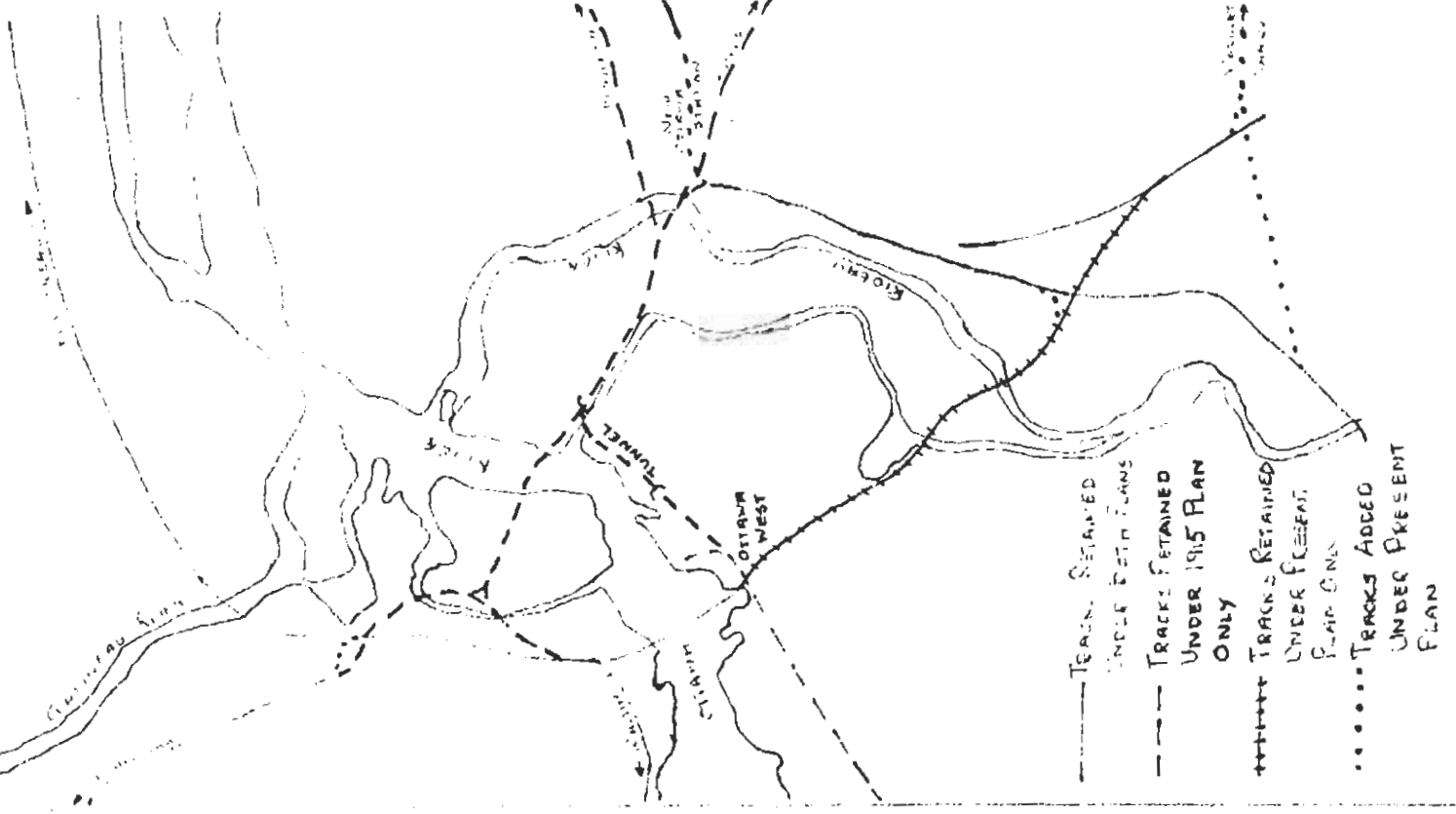
The Canadian Pacific's Ottawa West yards were to remain with areas set aside for future expansion adjacent to the location of the Broad Street station. CP tracks from Ottawa West, Chaudiere Junction to Sussex Street were to be torn up. Canadian Pacific trains from Toronto would gain access to Union Station over Canadian Northern track (today's Canadian National Rlys. Beachburg Subdivision). With abandonment of the Sussex Street Spur, there would be no need to connect Ottawa West Yards with

MAP 1



- A - G.T.R. YARDS
- B - C.P.R. YARDS OTTAWA WEST

MAP 2



- TRACKS RETAINED UNDER BOTH PLANS
- TRACKS RETAINED UNDER 1915 PLAN ONLY
- ..... TRACKS RETAINED UNDER PRESENT PLAN ONLY
- · - · - · TRACKS ADDED UNDER PRESENT PLAN

EXPLANATION OF MAPS

MAP ONE:

SHOWS THE SITUATION BEFORE & AFTER THE 1915 PLAN INCLUDING ABANDONMENTS AFTER THE 1915 PLAN & PRIOR TO THE RECENT PLANS

MAP TWO:

SHOWS THE PROPOSED PLANS OF 1915 AND THOSE PLANS WHICH HAVE BEEN IMPLEMENTED IN THE 1950'S & 1960'S

the eastern areas. Presumably freight trains from Montreal were to pass through Union Station and the tunnel under Wellington Street to reach Ottawa West. Little is mentioned of this particular problem in the report.

Comparison of these 1915 plans (see maps) with the final results of today shows that the ideas for the southern and eastern regions have been carried out whereas the plans for Ottawa West were abandoned. Ottawa West has been eliminated and so has the Scott Street line (for through traffic). The Sussex Street line in the east has been abandoned as planned and so has the portion running through Alta Vista. The Prescott Subdivision has been retained although it has been placed below ground level. The area in Hull was to remain much the same in the 1915 report but today the line between the old Hull station and the Interprovincial Bridge has been torn up, and access to the Maniwaki line changed.

Turning next to the Grand Trunk Railway, the most important plan was the immediate abandonment of the cross-town tracks. This abandonment has been the dream of almost every planner for Ottawa and it took only forty-odd years to be realized.

Under the 1915 plan the Grand Trunk trains were to be rerouted over Canadian Pacific tracks through Ottawa West. The railway was to retain its yards between Nicholas Street and Hurdman's Bridge, but all facilities west of the location of the last roundhouse (circa 1959) were to be abandoned. The Grand Trunk line from Montreal was to remain

with the other three railways (Canadian Pacific, Canadian Northern, and Ottawa and New York) amalgamating tracks with the Grand Trunk south of Hurdman's Bridge. With the elimination of the track through the centre of the city, the Grand Trunk Chaudiere "branch", as it was called, was to be abandoned also.

As was previously mentioned, the cross-town tracks were finally torn up years later. Under Canadian National Railways, the Grand Trunk tracks from Montreal were retained up until recently when the section into the city was combined with the Canadian Pacific tracks to reach the new Ottawa Station. The tracks into the old Union Station have been torn up as well, along with the yards north of Hurdman's Bridge.

The Canadian Northern Railway was to retain most of its facilities and track. The line through the southern part of Ottawa was to remain and was to become a belt line into Ottawa, serving Canadian Pacific trains from Toronto, Grand Trunk trains from Toronto, and Canadian Northern trains from the west. The Canadian Northern line from Montreal was to remain, although abandonment of tracks into the heart of the city was requested with rights over Grand Trunk tracks.

With the Canadian National abandoning the Canadian Northern line to Montreal, only the line to the west remained and it is retained today under the present plan despite continuing heated debates as to the desirability of the arrangement. With the abandonment of the Hurdman Yards what traces of the Canadian Northern facilities remaining after

the government takeover have disappeared.

All facilities within Ottawa of the old Ottawa and New York Railway were to be combined with the Grand Trunk facilities. However, in 1957 the New York Central abandoned the ex O&NY facilities.

Under the 1915 Commission Report, the plan was to eliminate all railway crossings (with the exception of one on a seldom

used siding near the Ottawa River). This program closely parallels the ideas of this nature proposed during the past decade. Both plans suggested the use of grade separations and bridges to attain that goal.

In a following issue I will discuss briefly plans for the street railways in Ottawa. This will include the plans for a very small amount of freight service over city streets.

---

---

#### WILL YOU DO YOUR PART TO SAVE CANADA'S RAILWAY RELICS?

The Restoration Committee (Ottawa CRHA) needs you to prepare and paint wood and steel surfaces on your operating steam crane and the other unusual rail equipment. Experience, while helpful, is by no means necessary. Brushes, scrapers and paint will be provided; bring any other tools you feel would help you, but you are reminded that electric power is not yet available. Pick your time--weekends or weekday nights--and bring your friends. Doug Campbell, telephone No. 729-1542 will be pleased to tell you times and dates of restoration get-togethers. If Doug is not at home when you call, please leave a message.

Be the first on your block to paint a steam crane.

---

---

#### Cordial Relationship with Montreal Section of CRHA Confirmed

The March issue of the Branchline printed a letter from Major Elliot to the Montreal CRHA, outlining the Ottawa group's relationship with the Museum of Science and Technology. The letter was written because it was learned that a misunderstanding of this relationship had led to ill-will within the Montreal group. The letter on the following page will assure readers who belong to the Ottawa group that they are still loved by their Montreal counterparts:

---

**CANADIAN RAILROAD HISTORICAL ASSOCIATION**

---

Established 1932 • Box 22 • Station B • Montreal 2 • Quebec • Incorporated 1941

March 10th 1969  
File 102-2.

Major S.R. Elliot, President,  
Ottawa Branch, C.R.H.A.,  
P.O. Box 352, Terminal "A",  
OTTAWA 2, Ontario.

Dear Bob:

I refer to your letter of February 12th and to mine of 24th, concerning the relationship between the Ottawa Branch and the Association here.

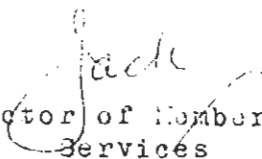
I was somewhat surprised to see that your letter appeared in such an early issue of "The Branch Line".

The situation relative to the Science Museum has always been understood by the Board of Directors to be as you outlined and there is, to my knowledge, no cause for ill-will. To quote the fourth paragraph of my letter to you:

"I do sincerely hope that this will serve to remove the apparent misunderstanding, for as you know, it is always my wish to maintain the most cordial relationship between our respective groups."

Since you have undertaken to publish the original letter in "The Branch Line", it will be much appreciated if you would do likewise with this reply.

Very sincerely,

  
Director of Membership  
Services