

CLEARBOARD

NOTICE OF MEETING

THE ANNUAL GENERAL MEETING of the Ottawa Canadian Railroad Historical Association will be held on Tuesday, 6 January, 1970, at 20:00 hours, at the Museum of Science and Technology. Officers for 1969 will deliver reports, and Officers for the year 1970 will be elected. As well a film(subject unknown) will be shown. All are welcome, and members in good standing especially are urged to show up.

PRESIDENT'S MESSAGE

Following is the Annual Message of Major Robert Elliot, President of the Ottawa C.R.H.A.. It is printed here for the many Clearboard subscribers who are also C. R. H. A. members, and the content does not, in every instance reflect the policy of Clearboard. Specifically, Clearboard does not see the value to be gained by Ottawa members in remaining tied to the Montreal group.

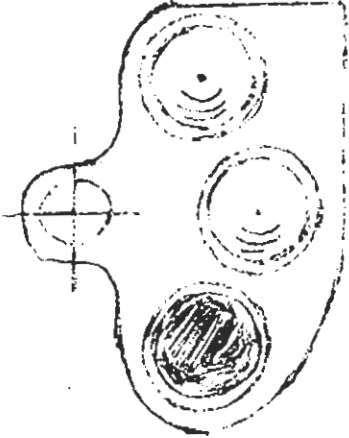
All Members,  
Ottawa C.R.H.A.

Dear Friends:

About this time of year many of us sit down and write a paper describing all the activities of the past year. These are then duplicated on fancy paper and sent out as a form of Christmas card. The way things have been going around the Elliot household, not too many are going to get very much in the way of recognition so maybe I can follow the custom and talk to you all this way. I feel that now, after the last meeting of 1969 is over, it is time to take stock, to sort out what we have done, compare it with what we set out to do and see where we fell down, where we gained, and if necessary, to see what we missed. I know you will be getting all this at the Annual General Meeting, but I thought that if I gave a brief, unofficial, but knowledgeable wrap-up of the highlights as I see them, you would be in a better position to discuss them when we next meet.

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At the meeting last January when you did me the honour to elect me your President, I outlined what I saw as the requirements facing your new administration. These were, in brief: (a) to build and keep good relations with our parent body in Montreal; (b) to establish and to maintain good relations with the National Museum of Science and Technology; (c) to improve our administration; (d) to continue our maintenance and restoration programmes; (e) to improve our publicity and publications; (f) historical research; (g) set up archives; (h) to have a good, interesting programme schedule.

To deal with the last first, I feel we have never had a better year as far as our programmes are concerned. They have been interesting, informative, and timely. And I am sure you will agree John Frayne has done a fine job and we are all most grateful to him. The archives project was split, with Hugh Stowell carrying on as Librarian and Bob Palmer taking on the photo files. Bob had to leave but I have his catalogue and he did a good job setting it up. Hugh has contributed well above and beyond the call of duty by dickering for and getting a collection of publications and pictures. Not only did he buy them but he bought them out of his own pocket when we were unable to raise the necessary cash. I will have more to say about that later. We owe him more than a debt of gratitude; we owe him money. Ken Heard has set about getting us a project at the National Archives. He tells me it is simmering but that he may have a job similar to it that will occupy his time and that more work will be needed. I hope we can get someone to carry the ball in the meantime. Our maintenance and restoration programmes have moved along, thanks to Doug Campbell and to Duncan Dufresne. For much of the year these two and Bruce Dufresne have been a three-man restoration group. The only advantage to a group that size is that no time is wasted in sub-committee. We need more hands and those of you who have come out occasionally are assured that you are welcome anytime. Those who have not come out are no less welcome. The boom car now has new sides, a new door, and new paint. The lettering is incomplete but the stencils are made. We owe a great deal of thanks to Al Craig for his art work and hope that we can continue to enjoy his support and co-operation so that we may get the other items done too. The tender has been cleaned up, the front beam and rear deck have been replaced, but there remains a good deal of chipping and cleaning of the underbody. Paint will add to her appearance but most of the work is done. The crane needs paint chipped off and more put on and anybody who can come up with a cheap and easy system for sandblasting will earn himself a permanent niche in whatever we build as a Hall of Fame. The spreader needs a coat of paint and new glass. She also needs some new timbers but we should be able to stall them for another year or so. We never did get the ends covered with tin this year as we planned. Finally, our major restoration project is the boarding car, No.411205. She is of historical interest and though a good deal has been done, it all is within our capabilities. We need new window sashes and a major paint job, all of which cost money. I hope that the Restoration Chairman has a list of the jobs that need doing and the sequence they should be approached next summer. Be-

cause of where she is, on the Ramsayville spur, pre-planning and pre-positioning of material is essential in order that time is not wasted. We had hoped to get a little diesel switcher to add to our collection but the staff work on this seems to have bogged down. Perhaps the new executive can reopen it.

We did make changes in our organization in an attempt to give members of the executive control over the activities closely connected with their duties. I hoped to take some of the detail burden off these members through the appointment of people to do almost everything. The basic organization this produced I think is sound. We had tried versions of it before but this time it seemed to click and I did find a more reasonable administrative pattern emerging. Certainly the President got fewer minor griefs. We did have some problems, though, with some people finding themselves unable to give us as much time as the job needed. This proves, I suppose, that an organization is only as good as the people in it. It did place a burden on the executive members who carried the ball that I would have liked to have reduced.

We do need a good solid telephone crew to enable us to get the word out to our members, and, more important, to keep in touch with those who perhaps don't get out to meetings as often as they might. We have always seemed to have trouble getting this one off the ground and this year was no exception. While it worked, it had growing pains and Ted Emond, together with other Executive members, found themselves carrying the ball. I hope this can be ironed out and that 1970 is a better year.

The next hole in our administration came with our publicity. We got a paper -- Clearboard -- which, oddly enough, is not run by the group but instead by an interested by-stander, Bill Pharoah, who sets his own editorial policy. While I am grateful that we have a paper, I feel we should have one clearly identified with the BRANCH and whose editorial policy and content is closely tied to the Executive. The Vice-president plays an important part in this matter. The great weakness of our present paper, however, is not policy but content. (Thanks -- Ed.) And this is your fault. The Editor cannot put out a paper unless he has something to put into it. He cannot write it all himself. He cannot steal it all from other publications. We all must be ready and prepared to contribute. I would suggest such items as an article on a train chase over a historic line or sub-division, sightings of unusual equipment, trips and reactions to the equipment ridden or seen, extracts from casual reading, book reviews, and so forth. (What is really needed is someone to paw through newspaper archives and other such sources to obtain material for articles on Canadian railway history, especially rail lines around the Ottawa area. --Ed.) Please chip in; we need the copy.

My real beef regarding publicity, however, does not lie with the newspaper. Every time we do something, such as running the crane, a fan trip, assisting at the museum, or whatever, we get a steady stream of people who say, "I didn't know the group

existed!" And of course they didn't. We never tell anyone about ourselves. We must make a concerted effort to advertise ourselves. We got some fine copy two years ago when we were working around 6200. We got more during the crane operations last year. We got some at various times this year. But we never followed it up. We need an active, hardworking, knowledgeable individual who is prepared to go out and contact the radio and television stations and local newspapers when we are going to do something, to see if they want to send someone along to cover the event. We must send in items ourselves if they ignore us. We must ensure that forthcoming events are sent to the "Coming Events" columns of all three newspapers and to the "Billboard" shows on the local radio and TV. This is perhaps the top priority. Through this we will get members. And we need more than the few that have been sent in by recruiting by you all.

All this brings me to the question of money. Last Fall Bill Williams ran one of the best fan trips we ever have had. Close on 160 people paid CP Rail a total of \$1,389 and us a total of \$100. And we wouldn't have made that if Bill hadn't looked after the advertising. Frankly, we would have made more money if we had sent everybody by Colonial at \$6.10 a head and kept the rest. Or if we had asked each of you for two dollars. But we always need money. I mentioned earlier that Hugh Stowell had bought archives material out of his own pocket. Though I got pledges of about \$40, I got no cash and the material would have gone elsewhere if Hugh hadn't picked it up. We now have to make some arrangement with Hugh to purchase items he doesn't need, either privately or as a group. We are always worried about the material we need for repairs to the equipment. And this will get more expensive as we replace component parts. We must have some way of getting more money than we have access to now. Your new executive is going to have to address itself to this very pressing problem and doubtless will welcome any and all suggestions.

A new development which was not covered in my 1969 platform has been the emergence, under the direction of some members of your 1969 executive, including myself, of the BYTOWN RAILWAY SOCIETY, INCORPORATED. This group was started as our equipment trust, to hold our various assets. Its terms of reference and incorporation were made deliberately vague so that its original purpose could be extended if it were necessary. And it is here that a conflict of interest has arisen. You all know that within the Branch are people who do not agree with the way Montreal has acted toward us from time to time. Misunderstandings are easy. My first public act this year was to write to Montreal to explain our relations with the Science Museum and ask that our stand be explained in whatever way seemed appropriate, in order to curb the sniping that I had been receiving from some quarters in Montreal. Unfortunately this letter was interpreted as a personal criticism of a member and the matter died. I feel that Montreal have a lot on their plate and that, at times, we are somewhat of an inconvenience to them. In volunteer organizations one has little time for unnecessary activities. Because this is the case, and because there is

disagreement with the way Montreal goes about some of their activities, some members of our group want to terminate our relationship with CRHA. They see the BYTOWN as a possible alternative means to carry on the type of railroading we do. My own, and very personal view is that there isn't room for two active organizations with similar aims calling upon the same individuals for the necessary executive control and direction. And though we get little concrete aid from CRHA Montreal (in fact part of our financial grief stems from the fact that most of our dues are payable to Montreal), we do get the benefit of links with a national organization of long standing and general recognition. Our future relations with the EYTOWN and with Montreal are something your new executive are going to have to sort out. So far the BYTOWN does not seem to have presented a programme or platform that makes it a serious, viable group. I would be reluctant, however, to let it have any equipment until and unless I knew clearly what it intends to do and how it intends to do it. I had hoped to be able to present to you, by the end of my term, a clearly thought out series of recommendations. A recent Executive Meeting gave me ideas but not sufficient facts or views to be able to pass them on to you. As of the moment and, again, as strictly a personal view, I feel the BYTOWN should remain as it was first conceived -- an equipment trust subject to certain controls, checks, and regulations imposed and exerted by our Executive. As a separate corporate entity it, of course, can do anything its officers choose. I must confess that, being connected with the management of both, I find myself in a somewhat invidious position. I am also a little annoyed and embarrassed with myself for not exercising a more informed and tighter control over its formation. If it becomes an equipment trust on our behalf we will be asked for money to help defray the legal fees attendant upon its creation.

I am fully aware that some of the executive of the BYTOWN as well as some of you may disagree with me on this matter, and while I do not wish to precipitate a fight that will split our BRANCH, nevertheless I think you would prefer me to bring the matter out in the open so that that unpleasant possibility may be faced now, rather than at a later date when more people are affected. Your new executive will welcome your views, advice and assistance in this matter, too.

In closing, thank you all most sincerely for all the help you have been to me in helping you to run your BRANCH in 1969. It has been, I think, a good year. I am a little disappointed we did not get as much done as I had hoped, but I am delighted we got as much done as we did. The executive you had working on your behalf this last year was a good one; I hope many of its members return and that those who want to drop out will be replaced by individuals who are as good. May I take this opportunity to do what I suggested I would do when I started? I want to wish you all the very merriest of Christmases (belatedly, thanks to your slow editor -- Ed.) and all good health, happiness and prosperity in the New Year.

most sincerely, BOB ELLIOT, President, Ottawa CRHA

## FULL CIRCLE

by Duncan duFresne

It was in early Spring of 1969 that I heard that Stelco No.40 (ex TH&B), an O-6-0, would be coming to the National Museum of Science and Technology. I was told to keep it "under my hat" and I did. Sure enough, in mid-june, on the tail end of an east-bound freight, Stelco 40 arrived at Walkley Yard. I was over there within an hour of its arrival and even had a ride on the new arrival as it was shunted by diesel around the yard. Mr. John Corby, Curator of Industrial Technology at the Museum joined me to make an exterior inspection of the engine and we both agreed that it was in fine shape. In fact, with the tender of coal supplied, it was just about ready to go.

The plan at this point was to have the engine ready for a trial steaming about a week before the Museum's annual July 1st celebrations. This was not as it happened. Connecting and eccentric rods were to be installed at the Canadian National car shop, Walkley Yard, and the engine then delivered to the Museum spur. As fate would have it, the car shop was swamped with work and No.40 had to wait as CN's Bill Wright did his best to fit this additional burden into his already too-busy schedule. I went over to the car shop several times during this period; rods had to be greased, and pistons and valves lubricated for the trip to the museum. As well, I had a long session inside the firebox with a flashlight and a hammer, and a similar session inside the smokebox. I liked what I saw.

It was much later than we had hoped when the engine finally reached the museum -- in the pouring rain. It arrived with the valves centred and, of course, its pistons were acting like those of a large air compressor. Even the few miles travelled heated the pistons too hot to touch. This sure indicated tight fitting pistons and rings, and, as it turned out, one too-tight big end (left side). Resistance to movement was so great that over the final hundred or so yards into the museum, the drivers barely turned at all; the yard diesel just sort of slid her in place. It was as though the engine knew it was going to be another museum piece and was resisting to the end.

The next step was to do a hydrostatic test on the boiler. Before No.40's arrival, it was believed that the engine had a current certificate, but even the most persistent digging by John Corby, including many long distant phone calls, didn't turn one up. Not even Stelco's insurance company had anything relevant. A borrowed hand-operated pump was used for the hydro test. The test indicated leaks in the blowdowns, throttle valve, and in just about every packing nut on the engine. A few hours of work closed up everything except the blowdowns and the throttle. John and I removed the blowdowns, not an easy task at any time, but even harder when you have to haul the oxy-acetyline tanks out to remove any of

the nuts. With the blowdowns finally off, we couldn't remove one of the packing nuts and had to cut it out and have the museum machinist make a new one. The valves had to be refaced in the lathe as did one of the seats, quite a lot of work when there are but a few hours remaining before you hope to operate. Nothing could be done about the throttle leakage -- at least not within a few hours. The hand pump was hopeless with this leakage. A larger pump was needed. John and I held a conference in the museum shop to pursue an idea of mine that we get out one of the museum's old fire engines and couple its pump to the boiler. This would provide both the needed volume and pressure of water. It turned out, of course, that all the hose connections on the pumpers were non-standard to Ottawa and "nothing would fit nothing". By the following morning John solved the problem by calling up the Ottawa Fire Department who responded promptly with a pumper and within a few seconds the pressure opened up the pop valves and threatened to drive the needle on the steam gauge right out of the cab. This had to be the most dramatic hydro test in my memory.

With the hydro test over and authority now in hand from the boiler inspector to operate, we lit a fire in the firebox. More problems. Within a short time the large shop-type vacuum cleaner being used to create a draught wasn't doing so well. There was more smoke in the cab than in the stack, so after darkness fell we dumped the fire, not having raised a single pound of steam. The next day John and I talked about our problem during the excursion over the Thurso and Fation Valley. I suggested that the first step would be to open the front end of No.40 because for sure it would be plugged. We did, it was. We also decided that the vacuum cleaner-for-draught idea was no good and that a construction-type air compressor was needed. A rush call was made for one and what arrived was almost as large as No.40 -- a great diesel-powered monster. I remarked to Dr. Baird who is in charge of the museum, that we should lift the compressor onto the tender of No.40 and use its air in the boiler in place of steam.

Finally, on June 29, steam was raised. I was home in bed while this happened because I had just worked a midnight shift. However, my sleep was disturbed early that morning when John Corby called to say that No.40's fire had been dumped because no one could get water into the boiler. I arrived at the museum around noon and found the engine sitting there with about forty pounds of steam left and a lot of wet ashes lying on the ground. The injector in the cab was the problem, and while I had looked at these Nathan Monitor XX injectors earlier, and while they were complete strangers to me, I couldn't understand why they hadn't worked. With only forty pounds of steam I didn't have too much to work with but after some experimentation I thought I had it figured out. Dr. Baird came along to see how I was getting along because a line was now forming near the gondola car in which No.40 was supposed to pull visitors. At this time John Corby and the CN trainmaster, George Piché, both of whom had fought with the wayward injector

earlier, were looking up some CN shop types who might know how to handle the beast. It was at this point that I decided to relight the engine. The fire hoses were brought out and water was slowly added to the boiler, the boiler being still hot. Three quarters of the glass was put in and the fire started. It wasn't long before we had steam and my experiments with the injector put to the test. The injector worked. We hurriedly coupled to our "train", about one hour late, and for the next three days pulled kids, aged eight to eighty, back and forth.

Running the engine turned out to be a real joy. Everything worked well and no problems arose. A small leak in a superheater unit took up with heat, and the engine steamed perfectly, being very easy on coal. During the three-day operation, about 3,500 people rode behind No.40, and doubtless many more saw their first-ever operating steam locomotive. Many members of the CRHA came out to lend a hand, including the President who, amongst other things, loaded most of the 3,500 passengers into the gondola. Help by members was a real stitch in time and all acted in a professional manner while carrying out their tasks. If you weren't there, you missed a lot of work, and a lot of fun.

I got a personal kick out of all this because: (a) my thirteen-year-old son fired No.40 for me; (b) when I was thirteen or younger I put my first fire in a locomotive, a CN 0-6-0. Since that time, of course, I've worked on all the glamorous power in passenger service including diesels on the Canadian. Now, many years later, I'm back on an C-6-0. Full circle.

Stelco No.40 was operated again on August 9, for a Brotherhood of Locomotive Engineer's convention, and a good time was had by all. As I sit here and write this, I expect to run the engine again in just twelve hours, September 9, to push into the museum the first diesel "A" unit built in Canada -- in 1950 -- as well as a CN caboose built in 1895. The diesel, CN 9400, is not in running order but externally looks like new. Strange to think that it will be placed in the museum by another NLM product, Stelco 40, built thirty-eight years before 9400, and still running

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## TWO PLANS FOR THE RAILWAYS OF OTTAWA

A COMPARISON by Bruce Ballantyne

### Part II

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Here is a discussion of street railway plans contained in the 1915 Commission report; I mentioned in Part I which was printed in Vol.4, No.3 of Clearboard that this part on street

railways would be forthcoming.

The Commission reported that the streetcar line on Sparks Street was becoming crowded with all lines from every part of the



city converging here. The Commission noted that the present (1915) car lines had influenced the expansion of the city: Britannia line -- the western area; Bank Street line -- the southern area. It was expected that the number of passengers carried would increase over the years thus requiring a plan to allow for any resulting effects. Briefly, the Commission recommended: that lines in outlying areas be extended; that construction of a subway in the downtown area be carried out; that the two systems of Ottawa and Hull be unified, and, finally, that centre-pole construction be adopted wherever possible.

With regards to expansion, it was recommended that lines be developed through Eastview and farther east and north. (A line had already been built to Rockcliffe.) The Elgin Street line should be extended to the south and southeast across the canal -- a plan which was carried out only to be abandoned later. The Bank Street line was to be extended southward (beyond Grove Avenue) but the report does not recommend how much farther. Bronson Avenue was to be used as a streetcar line with the track going out beyond the Rideau River, probably to the present Bronson Avenue - Heron Road intersection. A branch line from Bronson Avenue out Carling Avenue was recommended and the extension of the Broad Street line to Mechanicsville was requested as well.

In Hull it was felt that lines should be built to Leamy Lake, to Lake Creek and branches to several parts of the city to spread the housing areas. A recommendation for further con-

struction was the building of a line east across the Gatineau River.

One of the plans for the heart of the city was to construct streetcar subway lines starting at Union Station running along Wellington Street to Bank Street, down Bank to a point just south of Laurier Avenue. A subway line west from Bank Street along Sparks Street was recommended as well. The end of the line at Union Station would connect with the track running to Hull across the Alexandra Bridge with part of the Elgin Street line being tunnelled to connect with the Wellington subway line.

The recommendation for unifying the two streetcar systems of Hull and Ottawa is not dealt with specifically in the Report due, probably, to the fact that it would be up to the two companies involved to arrange for this plan. However, mention is made of the fact that through routings between points in Ottawa and Hull were required. With regards to centre-pole wiring it was felt that this be done wherever possible, especially in the central areas. Transmission wires were to be placed underground along with hydro, telephone and telegraph wires. (It seems that underground wiring is not a recent idea in the city.)

The main difference between the 1915 plan and the recent one was that the latter required the total abandonment of all streetcar service while the former suggested the expansion and improvement of streetcar service. It is interesting to note that the streetcar lines were not to

be completely disposed of until 1967, but, as in many other cities, officials were anxious to switch to bus service and as a result all streetcar service was ended in May 1959.

As mentioned in Part I, plans were made to start freight service on the street railway. This would have been required if the Prescott Subdivision of the Canadian Pacific Railway had been abandoned leaving no rail service available to the Experimental Farm. Probably the service would have been provided on the Holland Avenue line from Canadian Pacific Ottawa West Yards to the farm at Carling Avenue. The execution of this program would have required the purchase of electric locomotives

by the street railway company, but with the invention of the truck it would not have lasted long.

With the constant growth of the Cities of Ottawa and Hull there can be no doubt that new plans and reports will follow the old. Some will not be used as was the case of the Commission Report of 1915, while others will. But we can be assured of one thing: the railways will always be mentioned in these plans as they affect the whole structure and development of the two cities. In another fifty years someone may look upon the plans of the 1950's and 1960's as we have upon the Commission plans of 1915.

END

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#### CHRONOLCGY OF OTTAWA-AREA RAILWAY HISTORY

by Douglas L. Stoltz

Mr. Stoltz points out that the following chronology is by no means complete and he hopes that other members will submit additions and refinements. Mr. Stoltz consulted the following: Tracks into Ottawa by C.C.J. Bond; The Last Broad Gauge by Robert R. Brown; The Branch Line; Canadian Rail, June 1964, April 1965, July-August 1966. This chronology goes as far as the 1920's; Mr. Stoltz is working on one covering later years. Perhaps individual entries will suggest areas of research which other members might pursue to prepare papers on various aspects of Ottawa-area rail history for publication in Clearboard.

1850	May 10	Eytown & Prescott Railway Company chartered
1853	Aug.	Montreal & Eytown Railway Company chartered
1853		Brockville & Ottawa Railway Company chartered to build from Brockville to Pembroke
1854	Dec. 25	First train into New Edinburgh on Eytown & Prescott
1855		Eytown & Prescott changed name to Ottawa & Prescott
1856	Oct. 27	Grand Trunk Railway completed Montreal - Toronto
1859		Brockville & Ottawa Ry. reached Carleton Place

- 1860 Carillon & Grenville Ry. Co. (successor to Montreal & Eytown) authorized to extend eastward to GTR at Pointe Claire, and westward to Ottawa if no other railway reached there within two yrs.
- 1861 Canada Central Railway Co. chartered to build from Lake Huron to Ottawa, thence to Montreal
- 1864 Canada Central Ry. acquired control of bankrupt Brockville & Ottawa Ry.
- 1867 Dec. 21 Ottawa & Prescott Ry changed name to St. Lawrence & Ottawa Railway Co.
- 1870 Sept. 15 Canada Central opened line from Carleton Place to Ottawa (Broad Street)
- 1871 Ottawa & Gatineau Valley Railway Co. chartered
- 1871 Montreal & City of Ottawa Junction Ry. Co. chartered to build from Ottawa to Coteau Landing
- 1871 Dec. 10 First locomotive run from Chaudiere Juct. (Ellwood) to Chaudiere on the new branch of St. Lawrence and Ottawa Ry.
- 1875 Quebec, Montreal, Ottawa & Occidental Railway chartered as an agency of Province of Quebec
- 1877 Dec. 3 First train arrives at Hull on Q.M.O.&O.
- 1878 Brockville & Ottawa Ry. merged into Canada Central
- 1879 Canada Atlantic Railway Co. created by amalgamation of Montreal & City of Ottawa Junction Ry., and Coteau & Province Line Ry. & Eridge Co. (neither had yet been built)
- 1879 Ottawa & Gatineau Valley chartered a second time because the first charter had lapsed
- 1880 Pontiac Pacific Junction Ry. Co. chartered to build from Hull toward Pembroke
- 1881 Jan. 17 Passenger trains began using Prince of Wales Bridge
- 1881 Feb. 16 Canadian Pacific Railway Co. chartered
- 1881 June 9 Canada Central merged into CPR
- 1882 May 17 CPR bought Q.M.O.&O. lines west of Montreal
- 1882 Sept. 13 First Canada Atlantic Ry. train arrived in Ottawa (Elgin Street)
- 1884 Sept. 26 St. Lawrence & Ottawa leased to CPR.
- 1888 Ottawa Arnprior & Renfrew Ry. Co. chartered provincially
- 1888 Ottawa & Parry Sound Ry. Co. chartered federally to build Renfrew to Parry Sound.
- 1891 Ottawa Arnprior & Parry Sound Ry. Co. created by amalgamation of Ottawa Arnprior & Renfrew, and Ottawa & Parry Sound, neither having been built
- 1892 Nov. 15 Montreal & Ottawa Ry. Co. leased to CPR
- 1892 Construction of O.A.&P.S. began
- 1893 May O.A.&P.S. opened Ottawa - Arnprior
- 1894 Ottawa & Gatineau Valley changed name to Ottawa & Gatineau Ry. Co.
- 1895 Central Station opened on later site of Ottawa Union Station by Canada Atlantic Ry.
- 1897 Ontario Pacific Ry. Co. changed name to Ottawa & New York Ry. Co.

1898 July 19 CPR completed line from Hurdman to Vaudreuil  
1898 July 21 Hurdman Tower opened  
1898 July 29 Ottawa & New York Ry. completed line Hurdman-Cornwall  
1898 Sept. 5 CPR opened line Hurdman - Vaudreuil (passenger trains used Central Station)  
1899 Ottawa Arnprior & Parry Sound merged into Canada Atlantic  
1901 Feb. 22 Royal Alexandra (Interprovincial) Bridge opened, joining Ottawa & Gatineau Ry., and Pontiac Pacific Junction Ry. to the Canada Atlantic at Central Station. Not used for passenger trains because of CAR objections  
1901 Ottawa & Gatineau Ry. changed name to Ottawa, Northern & Western Ry. Co.  
1902 Sept. 22 Pontiac Pacific Juct. merged into O.N.&W.  
1902 Nov. 1 O.N.&W. leased to CPR  
1904 Ottawa River Ry. Co. authorized to build from Montreal to Ottawa  
1905 O.R.R. changed name to Central Railway Co. of Canada, was intended to consolidate several companies, build high-speed electric line from Montreal to Ottawa  
1905 Grand Trunk bought Canada Atlantic from Booths  
1905 James Bay Ry. Co. authorized to build Toronto to Ottawa, and French River-Ottawa-Montreal  
1906 J.B.R. changed name to Canadian Northern Ontario  
1909 Nov. 30 Canadian Northern Ontario completed line from Ottawa (Mann Ave.) to Hawkesbury  
1911 Construction started on Canadian Northern Ontario line west from Hurdman  
1912 June 1 New Central Station -- later Union Station -- opened at 7 am  
1913 Dec. 30 Canadian Northern Ontario completed line from Hurdman to Toronto  
1914 Canada Atlantic merged into Grand Trunk  
1915 Ottawa & New York leased to New York Central  
1916 Nov. Canadian Northern Ontario opened line from Federal to Pembroke (last line into Ottawa)  
1918 Federal government took over Canadian Northern  
1919 Canadian National Ry. Co. chartered to operate government railways.  
1920 Jan. CPR closed Broad St. Station. Central Station renamed Union Station  
1923 Jan. 30 Grand Trunk merged into CNR  
1920's New York Central moved passenger trains out of Union Station to their own station at Nicholas Street and Mann Avenue

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