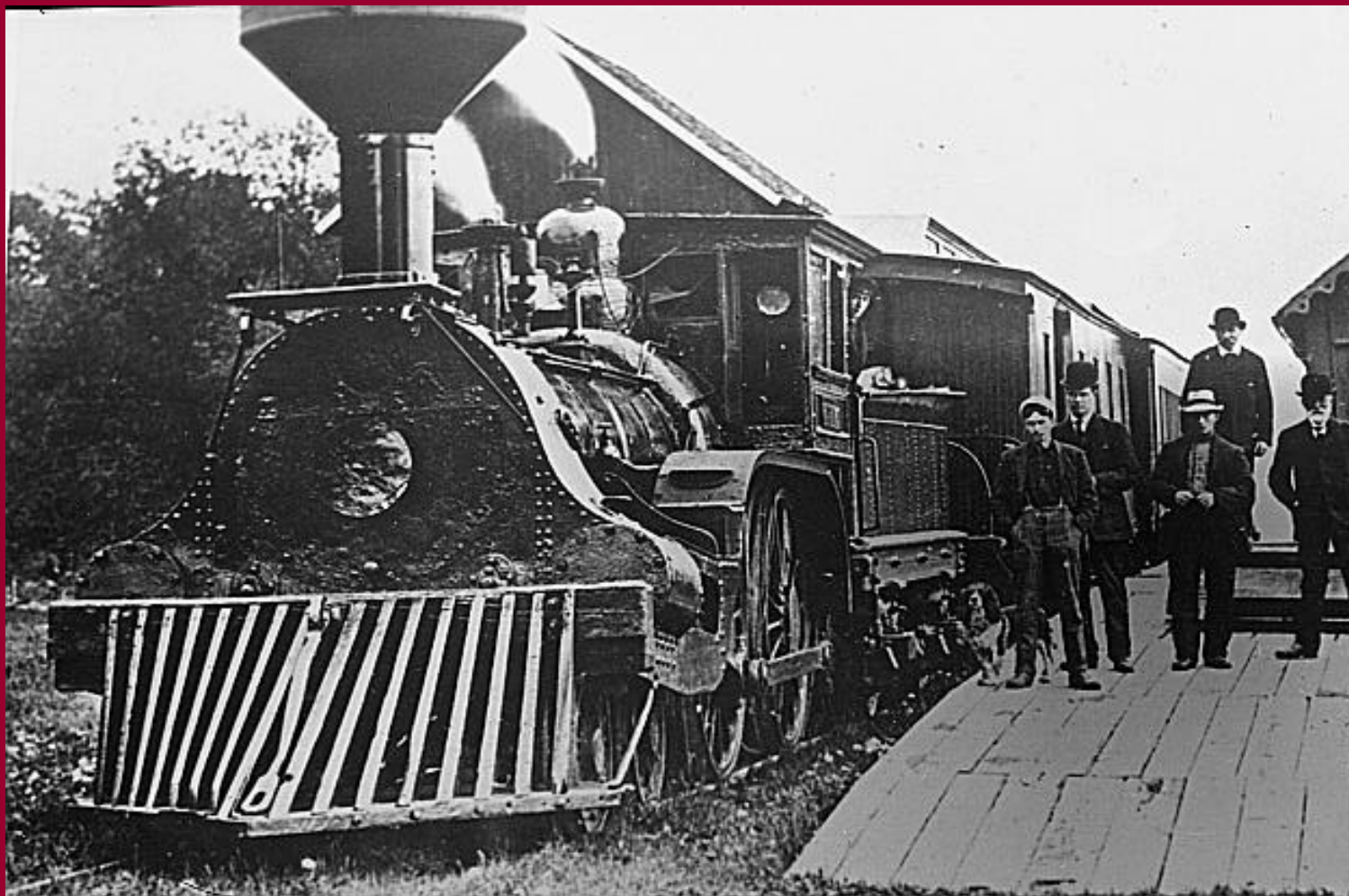


# History in Brief

## Carillon & Grenville Railway

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# **A Key Route to the West**

- The Ottawa River was one of the principal routes to the west.
- Three rapids (the Carillon, Chute à Blondeau, and Grenville) in the 12 miles (19 km) between Carillon and Grenville were obstacles to navigation.

# Canals and a Portage Road

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- 1819 - the British Government starts a canal between Carillon and Grenville.
  - It was only wide enough for freight barges and could not handle larger steamboats used in passenger service.
  - Passengers were forced to use stagecoaches on a rough portage road.
- Early railroad entrepreneurs saw the uncomfortable stagecoach journey as a business opportunity.

# Early Attempts at a Railway

- July 26, 1840 - the Company of Proprietors of the Upper and Lower Ottawa Rail-road Company were granted a charter to build a portage railway. Charter Lapses.
- June 24, 1847 - Carillon and Grenville Railway Company chartered but is another false start.

# Montreal & Bytown Railway

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- Chartered in August 1853.
- Part of a scheme popularly called the great Montreal and Ottawa Valley Trunk Line.
  - Three Railroads to be included:
    - ✓ Montreal and Bytown Railway.
    - ✓ Brockville and Ottawa Railway.
    - ✓ Bytown and Pembroke Railway.

# Construction Starts

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- Montreal and Bytown Railway Company to build from Montreal to Bytown (later called Ottawa) via the North Shore of the Ottawa River.
- James Sykes of Sheffield, England awarded the contract.
- Only the Carillon to Grenville section completed.

# The New Railway

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- Built to the 5'6" (1,676 mm) "Provincial gauge."
- Wrought iron "U" rails weighing 56 pounds per yard were used.
- December 1, 1854 - the contractors turn over the completed section of the line between Carillon and Grenville to the Montreal and Bytown Railway Company.

# Montreal & Bytown Roster

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- The railroad opened with:
  - 1 locomotive
  - 2 first - class coaches
  - 4 second - class coaches,
  - 2 box cars
  - 4 platform cars



# Disaster at Sea

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- During the winter of 1854 James Sykes raises £50,000 in England for extensions on either side of the C&G.
- In May 1855 Sykes and the money are lost in a maritime disaster off Portland, Maine.
- Company now in severe financial trouble.

# The Railway Seized

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- August 1, 1855 - contractors are unpaid so Sykes' brother illegally takes possession of the railway.
- Sept. 21, 1855 - Montreal & Bytown Railway gets Writ of Attachment and Saisie Revindication.
- A Bailiff seizes the equipment and the railroad is idled for one year.

# Sold at Auction

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- Fall of 1856 - the railway is handed over to the Wardens of Ottawa and Argenteuil counties. Operation resumes.
- January 1859 - the line is put on the block at a Sheriff's auction.
- John J. C. Abbott, pays \$21,200 for the railway.

# Carillon & Grenville Railway

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- May 4, 1859 - Abbott incorporates the second Carillon and Grenville Railway Company and prepares to carry out extensions to the east and west.
- The railway is rehabilitated but the planned extensions never happen.
- 1864 - the Ottawa River Navigation Company buys the C&G from Abbott.

# **New Owner for an Old Railway**

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- The new parent company sees little need to improve its railway and the Carillon & Grenville becomes a living museum.
- 1905 - the Ottawa River Navigation Company and the Carillon & Grenville Railway are bought by Charles Newhouse Armstrong's Central Railway of Canada.

# Armstrong Breaks The Law

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- Armstrong is one of the more controversial railway promoters of the era.
- 1912 - Armstrong tries to use the Central Railway of Canada to consolidate a number of his properties and would be properties.
  - This move is declared illegal by the courts.
  - December 1917 - the Central Railway of Canada goes into receivership.

# Carillon & Grenville Folds

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- 1910 is the last season of operation for the railway and the steamship operation.
  - Armstrong is in legal and financial difficulty.
  - Ottawa River steamer traffic has declined severely.
- 1911- the line is dismantled but the equipment stays on the property until 1914.

# Enter MacKenzie and Mann

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- William MacKenzie and Donald Mann's Canadian Northern plans to build a tunnel under Mount Royal for a direct route into central Montreal.
- The Carillon & Grenville's right of way is identified as a key link in the new Canadian Northern Montreal to Ottawa line.



# The Take Over

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- 1913 - the Canadian Northern puts in an application to Parliament to confirm its purchase of the Carillon & Grenville.
  - Purchase is still in dispute with the Central Railway of Canada and was before the courts.
  - Application is withdrawn.
- 1914 - Parliament confirms the sale of the C&G to the Canadian Northern.

# Canadian Northern Ownership

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- Only about six miles (9.6 km) of the old Carillon & Grenville route is used by Canadian Northern.
- 1918 - the Mount Royal Tunnel opens.
- 1919 - the first train to Ottawa via the Grenville cut off is operated. By this time the Canadian Northern is being operated as the Canadian National.

# Decline Under the CNR

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- Canadian National has two lines to Ottawa. The former Canadian Northern route takes second place.
- July 26, 1939 - the Ottawa to Jessop section is abandoned.
- 1940 – the Jessop to Hawkesbury section is lifted.

# The Final Years

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- 1962 - Bridge across the Ottawa River from Grenville to Hawkesbury is abandoned due to rising waters from a Hydro dam.
- 1976 - Passenger service from Montreal to Grenville ends.
- 1988 - The Grenville Subdivision is abandoned.