

# Alexandria - by Mileage

Mileage	Location	Date	Number	Notes
0	Watson Todd Lumber	25/09/1918	27708	GTR authorized, in lieu of the siding coloured green on the plan, to construct, within 3 months, two extensions to railway spurs serving Watson & Todd on part lot No. 12, Junction Gore Range, Gloucester twp., now in City of Ottawa, as shown on plan, profile and book of reference of 21 Aug 1918, deposited in the office of the Registrar of Deeds for City of Ottawa on 19 Sept 1918. Verify location.
	Coteau	04/01/1923	Judgement	Complaint of the village of Coteau Landing against the refusal of GTR to provide cars for shipment of hay, coal, grain, etc from Coteau Landing. When CAR was first constructed there was a ferry operating from Coteau Landing to Valleyfield. At this time there was a regular organized station at Coteau Landing. Subsequently a bridge was constructed which was opened in February 1900 and the main track was diverted about a mile from Coteau Junction. The track has thus become a stub line. There are adequate facilities at Coteau Junction and it would be expensive to rehabilitate the track. The application is dismissed.
		27/04/1929	42520	CNR relieved from erecting cattle guards on Alexandria sub. at crossings at m. 62.78 (5.71); m. 72.12 (15.05); m. 79.59 (22.52); m. 90.90 (33.83); m. 117.36 (60.29); m. 11.26; m. 21.42; m. 51.23.
	Coteau	05/05/1955	86141	Authorizes CNR to make changes to the interlocker at Coteau.
		17/03/1964	11381	Exempts CNR from application of paragraph 1 of G.O. 707 re proposed passenger service between Ottawa, Montreal and Quebec provided all cars operating the said service are of steel construction.
		06/03/1967	123655	Authorizing CNR to make changes to the signals on the Alexandria sub. between m. 0.00 and m. 25.00.
		25/10/1977	R-25692	CNR authorized to make changes to the signals between m. 0.00 and m. 15.0; CNR exempt from 53 (1) of G.O E-6 with respect to the switch at m. 3.49 provided no train or engine clears the main track at the said switch.
0.56	Rue Delisle	06/07/1925	36565	CNR ordered to carry out work at the crossing at m. 57.20 near the bridge at Coteau station.
		28/03/1962	107547	Authorizes CNR to relocate the reflectorized crossing signs from m. 23.90, Cornwall sub to m. 57.45 Alexandria sub. (old mileage).
		18/01/1967	123226	Authorizes Quebec Dept. of Roads to widen and improve Riviere Delisle Road South at m. 0.41.
		22/12/1967	R-929	Extends time for installation of protection at m. 0.41.
		15/09/1971	R-12576	Quebec Dept. of Roads authorized to realign and improve crossing.
		25/01/1972	R-13480	CNR to install, during 1972, flashing lights and bell.
		20/09/1973	R-17302	Approves changes to automatic protection.
		18/04/1978	R-26722	Removes statutory speed restriction following the accident on 30 Dec 1977.
0.9	Delisle River	31/05/1905	475	Approves CAR plans for bridge over Delisle River at m. 77.77 (presume from Ottawa). Also approves bridge plans at m. 53.81 and m. 57.29.
1.44	Bridge No. 21	20/03/1914	21525	GTR authorized to operate over Bridge No. 21, Delisle River, Alexandria, m. 57.22.
1.95	Black River	15/12/1975	R-21924	CNR authorized to (1) construct an extension to the west side of the bridge; (2) to operate trains over the bridge during the period of reconstruction.
2.03		01/09/1949	73021	Authorizes CNR to operate over their bridge at m. 59.1 (old mileage), Alexandria subdivision.
2.13	Montee Chenier	11/02/1970	R-7971	Quebec Dept. of Roads authorized to improve the crossing.

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2.18	Bridge No. 22	01/05/1905	437	Approves strain sheets of 20' 3" beam span bridge to be erected on CAR at m. 76.33. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over bridge No. 22, m. 58.51, St. Polycarpe.
		11/04/1949	72258	Authorizes CNR to reconstruct bridge at m. 59.1(old mileage) .
3.61	Blvd. Cite des Jeunes	21/07/1927	39377	Counties of Soulanges and Vaudreuil authorized to construct a crossing at St. Polycarpe.
		10/08/1965	118172	CNR required to install automatic protection.
		25/04/1966	120571	CNR authorized to relocate reflectorized crossing signs from m. 3.61, Alexandria sub. to m. 79.24, Massena sub.
		29/07/1966	121509	Amends 118712.
		24/11/1970	R-10239	Removes statutory speed limit following accidents on 2 Sep 1970 and 18 Oct 1970.
		14/12/1970	R-10427	Rescinds R-10239.
		24/03/1982	R-33634	Removes statutory speed limit following accident on 3 Mar 1982.
		15/03/1983	R-34974	CNR to improve protection by installing, within 12 months, roundels of a lighter red colour.
		06/06/1983	R-35294	Amends 39377 re. cost apportionment.
		22/04/1988	1988-R-282	Removes statutory speed limit following accident on 16 Jan 1988.
		21/11/1988	1988-R-1068	CNR to improve protection within 7 months, by the addition of short arm gates.
3.9	St. Polycarpe	13/07/1914	22197	Approves location and details of GTR new passenger and freight station proposed to be erected at St. Polycarpe.
		11/08/1960	102008	1. Canadian National Rys. authorized to remove the station agent at St. Polycarpe provided a caretaker is appointed. 2. Canadian National Rys. shall absorb the telephone toll on telegrams to and from St. Polycarpe handled through the station at Coteau.
		22/06/1962	Letter	Canadian National Rys. may proceed to replace the present station building with a standard station shelter.
4		04/09/1969	R-6623	(1) CNR authorized to make signal changes between m. 4 and m. 9 and m. 35 and m. 36; (2) CNR exempted from provisions of E-14 in respect of track switch at m. 34.38, provided no engine or train clears the main track at the said switch.
4.5	Montee Ste. Marie	01/09/1964	115352	Removes statutory speed limit.
4.6		06/04/1966	120432	Authorizes Quebec Dept. of Highways to widen Montee Sainte Marie at m. 4.5.
		23/01/1967	123279	Orders that the automatic protection authorized by 120432 be installed within ten months.
6.17	Montee de Beaujeu	14/06/1966	121078	Quebec Dept. of Roads authorized to realign Montee de St-Polycarpe at m. 6.17.
		22/09/1966	122102	Authorizes CNR to relocate the reflectorized crossing signs from m. 6.17 Alexandria sub, to m. 18.17 West Shefford sub.
		19/12/1968	R-4215	Approves changes in automatic protection at Montee St. Polycarpe.
		12/11/1969	R-7167	Changes to automatic protection.
6.2	De Beaujeu	17/05/1887	PCRC	Approves the proposed crossing and intersection of the Ontario & Quebec and Canada Atlantic Railways in the parish of St. Polycarpe. Plan is at RG 46M 934007 item 496.
		19/05/1903	PCRC	Approves the operation through the interlocking.

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6.2	De Beaujeu	31/03/1909	6721	CPR authorized to cross, with its second track, the tracks of the CAR at St. Polycarpe Junction subject to the terms and conditions of the agreement made with the CAR and O&Q dated May 12, 1888. CPR to submit for the approval of an engineer of the Board a plan showing the changes in the interlocking plant rendered necessary by the crossing with the second track. Approves the proposed location of the CPR station.
		25/01/1911	12844	Dismisses application by Mousseau & Gagne of Montreal for a crossing on a proposed road between St. Polycarpe and St. Clet. Without prejudice for the applicants or others to apply for the establishment of a public crossing at or near the point in question but outside the yards of the railway.
		21/10/1921	31692	Approves location and details of proposed GTR station at St. Polycarpe Junction.
		20/12/1921	31934	Approves plan showing location and details of proposed GTR station at St. Polycarpe in lieu of plan approved by 31682. Station to be completed by 31 may 1921.
		20/06/1922	32528	Time within which GTR must construct a station at St. Polycarpe Junction as ordered by 31934 is extended to August 31, 1922. GTR will be liable for a penalty of \$25 per day for every day the station remains uncompleted after this date.
		21/12/1925	37179	1 - Relieves CP and CN from publishing application for approval of an agreement for the joint use of station facilities at De Beaujeu. Such agreement being for a period of 20 years from 1 may 1922. 2 - Recommends to the Governor in Council for sanction of the agreement. CN and CP jointly owned and used the station at St. Polycarpe Junction which was recently destroyed by fire. Agreement attached.
		23/01/1926	PC 1926-95	Sanctions agreement regarding joint use of the station at St. Polycarpe Junction, recommended by BRC order 37179.
		11/05/1927	38996	Approves plan showing changes proposed to the interlocking plant.
		27/10/1938	56600	Approves proposed changes to the interlocking plant at crossing of CNR by the CPR at De Beaujeu.
		28/12/1944	65574	Authorizes CNR to operate their passenger trains over crossing of CPR at De Beaujeu.
		10/02/1960	100446	CPR authorized to install an automatic interlocking in lieu of the mechanical interlocking at De Beaujeu.
		02/03/1960	100653	CPR and CNR authorized to operate their trains through the interlocking at De Beaujeu without their first being brought to a stop provided the signals are in the "Proceed" position.
		01/11/1960	102844	Canadian National Rys. authorized to remove the station agent and retire the building at De Beaujeu.
		19/11/1969	R-7274	CNR and CPR authorized to operate their trains through the interlocking without their first being brought to a stop provided the signals are in the proceed position.
		28/04/1982	R-33806	CNR authorized to make changes to the interlocking.
8.24		12/04/1905	416	CAR authorized to reconstruct Deck Plate Girder Span at m. 64.84.
10.97	Montee de la Station	14/07/1958	94890	Requies CNR to install protection at Route de la Station, St. Justine.
		06/10/1958	95903	Amends 94890 re. apportionment of costs of installing protection at Route de la Station, St. Justine. m. 88.1 old mileage. Verify mileage - obviously wrong.
		09/10/1968	R-3592	Approves changes in automatic protection.
11	St. Justine	29/12/1930	46033	CNR ordered, by 1 Jul 1931, to extend the station platform at St. Justine 150' and to install electric lighting on the platform and in the waiting rooms of the station.
		15/07/1959	98536	Extends time for installation of protection.
		18/06/1965	117786	CNR authorized to remove the station agent at St. Justine after a resident caretaker is appointed and available for duty.

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11	St. Justine	10/04/1969	R-5155	CNR authorized to remove caretaker and station at St. Justine, m. 10.9.
11.61		04/12/1913	20964	GTR ordered to install improved automatic electric bell at crossing west of St. Justine.
		18/12/1913	21037	Time extension of 20964 to 1 Jun 1914.
	Range Road west	24/06/1969	R-6004	Quebec dept. of Roads authorized to widen crossing.
		28/03/1973	R-16259	Amends R-6007 re. cost apportionment.
		21/03/1974	R-18365	CNR to revise automatic protection by removing 4' cantilever signal support from signal No. 2.
		10/04/1975	R-20427	Smends R-18365 re. cost apportionment.
12		23/09/1915	24247	Twp. of Lochiel authorized to construct crossing at lot 17 & 18, conc. 2. Verify location.
13.53		24/06/1950	74742	Authorizes CNR to reconstruct bridge at m. 70.6, Alexandria subdivision, Lochiel twp. (Old mileage).
		23/05/1951	76652	Authorizes CNR to use and operate the bridge at m. 70.6 (old mileage) Alexandria subdivision.
13.6	County Road 10	02/06/1932	48698	removes statutory speed limit following accident on 23 Apr 1932.
		30/04/1962	107793	CNR required to install automatic protection.
		21/06/1962	108185	Authorizes CNR to relocate reflectorized crossing signs from m. 70.60, Alexandria sub. to m. 86.20 Smiths Falls sub.
		14/08/1969	R-6445	Improvements to approach grades.
13.67	Bridge No. 26	01/05/1905	437	Approves strain sheets of 22' 3" deck plate girder span bridge to be erected on CAR at m. 64.84. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 26, Creek at Glen Robertson, m. 70.16.
15		11/12/1970	R-10395	CNR authorized to make changes to the signalling system between m. 15 and m. 30.
15.52	Pitt Street	19/03/1913	18888	GTR shall install an improved type of electric bell at the crossing of Clara Street, Glen Robertson, within 90 days of this order.
		12/06/1913	19562	Time for installation of electric bell extended to 19 July 1913.
		03/01/1922	31952	Removes statutory speed limit following accident on 18 June 1921.
		17/06/1929	42817	Following repairs to roadway removes statutory speed limit following accident on 1 May 1929.
	Pitt Street, Glen Robertson	14/12/1942	63066	Removes statutory speed limit.
	Pitt Street	13/01/1964	113066	Removes statutory speed limit.
		30/12/1964	116403	Authorizes United Counties of Stormont, Dundas and Gengarry to widen County Road 23 at m. 15.52.
		04/05/1981	R-32156	CNR to install flashing lights and bell within 12 months.
		28/03/1984	R-36431	Amends R-32156 re. cost apportionment.
		24/01/1986	R-38961	Removes statutory speed limit following accident on 12 Dec 1985.
		30/12/1986	R-40181	CNR to install, within 7 months, short arm gates and constant warning time controls.
		08/06/1988	1988-R-391	Stormont, Glengarry and Dundas Counties authorized to widen and improve approaches and widen crossing.

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15.6	Glen Robertson	01/04/1916	24860	(1) As soon as the street running east and west between Florence Street and Nine Mile Road is laid out and connected with Pitt Street, GTR to replace gate in south boundary fence of property of Mary McDonald in the position in which it originally was and maintain the gate and suffer and permit Mary McDonald, her heirs and assigns to use the gateway and have a right of way along the GTR to Pitt Street; (2) GTR to open up a crossing as a continuation of Pitt Street to connect with the new highway referred to in (3); (3) Twp. of Lochiel to close public highway running east and west between Florence Street and Nine Mile Road and open a new highway immediately north of the station lands and extending from Florence Street to Nine Mile Road; (4) When the crossing at Pitt Street is opened for public use, Nine Mile Road be diverted between north side of GTR right of way on First Street south of the GTR and GTR may close crossing of Nine Mile Road and remove the electric bell but shall retain farm gates for the use of the owner or occupant of the saw mill on Mill Street, Glen Robertson, and so long as the business of hauling logs to the mill and so long as the farm land on both sides of the railway track running through lot 7, conc. 7 is owned by the same owner but no longer.
		02/05/1918	27176	Following complaint by H. Dupuis & Co, of Glen Robertson, GTR ordered to erect, by 1 Nov 1918, a station building and platform at Glen Robertson.
		13/08/1918	27588	Approves location and detail plans of GTR proposed new station and facilities at Glen Robertson.
		05/11/1918	27835	Autorizes GTR to take lands without the consent of the owner for the purposes of constructing a station as authorized by 27176 and 27588.
		21/06/1967	124754	CNR authorized to remove the caretaker at Glen Robertson and appoint a caretaker. Note error here - see R-36245.
		15/02/1984	R-36245	CNR authorized to remove the caretaker at Glen Robertson and replace the station building with a shelter. 124754 amended to read "the applicant is authorized to remove the station agent at Glen Robertson:.
18.09	Massie Road	14/01/1925	36011	Removes statutory speed limit following accident on 12 Dec 1924.
		16/01/1967	123157	Removes statutory speed limit.
19.73		12/04/1905	416	CAR authorized to reconstruct Deck Plate Girder Span at m. 76.33.
20.53	Bridge No. 27	20/03/1914	21525	GTR authorized to operate over Bridge No. 27, Delisle River, Alexandria, m. 77.60.
22.29	McCormick Road	10/08/1970	R-9516	Lochiel twp. authorized to widen crossing; CNR to install, within 10 months, flashing lights and bell.
		16/03/1971	R-11239	Removes statutory speed limit following accident on 25 Jan 1971.
		01/12/1972	R-15410	Amends R-9516 re. cost apportionment.
22.46	Bridge No. 28	01/05/1905	437	Approves strain sheets of 48' 4" deck plate girder span bridge to be erected on CAR at m. 56.05. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 28, m. 78.97, Garry Bridge, Alexandria.
23	Municipal Construction	22/12/1910	12621	GTR authorized to construct a siding commencing at a point on its railway east of Alexandria station in lot 36, conc. 2, twp. of Lochiel, thence extending northwesterly across the property of the Canadian Bond and Hanger Co. and into the premises of the Municipal Construction Co. To be completed within 6 months. Checl location.
23.07	Alexandria	04/11/1907	4062	Following a complaint by Angus McDonald & Son of Alexandria GTR directed to reduce rate from Rouses Point to Cotaue Jct and St. Polycarpe on CAR branch of GTR to 80c per gross ton on anthracite coal and 70c per gross ton on bituminous coal. Said rates to become effective 1 Feb. 1908.

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23.07	Alexandria	20/10/1911	15107	Application by Adelard Gagnon of Alexandria for a farm crossing. GTR ordered either (a) provide a suitable crossing from the north portion of the Applicant's farm in lot 6, conc. 4, Kenyon twp. to the public road with a gate on the south side of the track and a cattle pass under the embankment, or, (b) in lieu of the cattle pass, the equivalent value of an underpass. Verify location.
		31/10/1911	15248	GTR ordered to carry out provisions of 15107 within 30 days. Verify location.
		25/11/1911	15540	Complaint by Canadian Retail Coal Association that rates charged on shipments from Rouses Point to Alexandria are excessive. GTR ordered to amend rates on coal and coke from Rouses Point as follows (first is on anthracite, second is bituminous): Ste. Justine (85, 75); GlenRobertson (90, 80); Dalkeith (90, 80); Vankleek Hill (95, 85); Alexandria (90, 80); Greenfield (95, 85); Maxville (95, 85). Cents per ton of 2240 lbs. To be effective not later than 15 Jan 1912.
		03/01/1912	15752	Order 12225 requires that water stand pipes shall not be narrower than 2' 6" from the widest engine cab. Extends time for making the changes at Alexandria until 1 June 1912.
		21/09/1956	89795	Removes statutory speed limit at CNR crossing east of Alexandria following accident on 10 Sep 1956 (should this be Main Street?)
		30/03/1972	R-13853	CNR Ottawa Servocentre, authorized to remove station building and agent from Barry's Bay (m. 96.8) and Arnprior (m. 26.4) and to remove the agent from Smith's Falls (34.1) and Alexandria (60.8)
23.08	Main Street, Alexandria	05/04/1910	10063	GTR required to install and thereafter maintain an electric bell within 60 days at Laggan Road, Alexandria. 20% of cost from Railway Grade Crossing Fund, 80% by GTR.
		03/04/1928	40551	Removes statutory speed limit following accident on 9 Mar 1928.
		15/11/1937	55181	Removes statutory speed limit.
		30/06/1947	69170	Removes statutory speed limit.
		02/09/1948	71145	Authorizes CNR to make proposed alterations in track circuits at first public crossing west of Alexandria station.
		11/06/1951	76765	Removes statutory speed limit at CNR crossing at Main Street, Alexandria.
		28/05/1953	81484	Removes statutory speed limit
		01/10/1953	82280	Removes statutory speed limit.
		15/12/1953	82742	Authorizes CNR to install track circuits on all tracks at the crossing of Main Street, Alexandria at m. 80.15, Alexandria sub.
		03/02/1956	88012	Modifies 82742 in respect of cost apportionment.
		04/07/1956	89147	Removes statutory speed limit
		13/12/1957	93178	Removes statutory speed limit.
		13/03/1958	93867	Requires CNR to install protection.
		30/09/1958	95846	Amends 95136 re. apportionment of costs.
		10/04/1959	97594	Amends 95846 in respect of cost apportionment.
		24/03/1970	R-8349	Amends 93867 re. cost apportionment.
		02/02/1971	R-10854	Town of Alexandria authorized to widen and improve crossing. CNR to relocate the existing automatic protection.
		30/10/1975	R-21597	Removes statutory speed limit following accident on 8 Oct 1975.
		19/11/1979	R-29932	Removes statutory speed limit following accident on 22 Sep 1979.

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23.08	Main Street, Alexandria	07/02/1982	R-34840	CNR to improve the protection by replacing existing flashing lights, addign short arm gates and installing a cantilever.
		06/02/1984	R-36198	Time extension for R-34840.
		17/04/1986	R-39282	Amends R34840 re. cost apportionment.
23.09		17/12/1937	55344	Requires CNR to install bell and wigwag crossing protection at m. 80.15, Alexandria subdivision (old mileage)
		19/02/1942	61896	Removes statutory speed limit.
		02/09/1980	R-31392	Removes statutory speed limit following accident on 17 Jun 1980.
23.1	Alexandria	25/11/1911	15504	Upholds complaint of Canadian Retail Coal Association that rate charged by GTR on coal from Rouses Point to Alexandria is excessive and requires a reduction to rates not to exceed those to St. Justine, Que; Glen Robertson, Dalkeith, Vankleek Hill, Greenfield and Maxville, Ont.
23.54	Bridge No. 30	01/05/1905	437	Approves strain sheets of 15' 0" beam span bridge to be erected on CAR at m. 54.97. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 30, Delisle River, m. 81.16.
23.71	Crossing	30/04/1971	R-11648	CNR authorized to build an additional track across highway.
24.85	McMillan Road	31/05/1905	475	Approves CAR plans for bridge over Delisle River at m. 77.77 (presume from Ottawa). Also approves bridge plans at m. 53.81 and m. 57.29.
		13/07/1906	1284	Approves General Plan and Profile of proposed alterations at Public Road Bridge at m. 53.50 (presume measured from Ottawa - presume McMillan Road) between Coteau and Ottawa. The plan for the superstructure was approved on May 1, 1906 (cannot find this)
25.01	Bridge No. 31	01/05/1905	437	Approves strain sheets of 24' 0" deck plate girder span bridge to be erected on CAR at m. 53.5. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 31, Buffalo Cuts, m. 81.48.
25.52	Kenyon Road	08/12/1967	R-798	Authorizes CNR to install automatic protection and requires CNR to extend crossing planking..
26.64	Bridge No. 32	01/05/1905	437	Approves strain sheets of 23' 6" deck plate girder span bridge to be erected on CAR at m. 51.87. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over bridge No. 32, Dingwell's bridge, m. 83.12.
27.38		31/05/1905	475	Approves CAR plans for bridge over Delisle River at m. 77.77 (presume from Ottawa). Also approves bridge plans at m. 53.81 and m. 57.29.
28.93	Crossing	23/11/1970	R-10225	Approves sightline improvements.
		23/04/1979	R-28719	Kenyon twp. authorized to widen crossing; CNR to install, within 12 months, flashing lights and bell.
		10/11/1981	R-32949	Amends R-28719 re. cost apportionment.
29.53	Main Street, Greenfield	30/08/1923	34118	Removes statutory speed limit following accident on 11 May 1923. CNR to keep all cars standing on siding back 150' from the crossing.
		16/04/1964	114107	Removes statutory speed limit.
		31/08/1966	121871	Autjorizes United Counties of Stormont, Dundas and Glengarry to widen and improve County Road 15 at m. 29.53.
		03/01/1967	123054	Removes statutory speed limit at m. 25.52..

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29.53	Main Street, Greenfield	25/01/1967	123312	CNR authorized to relocate the reflectorized crossing signs from m. 29.23, Alexandria sub, to m. 0.19, C.I.P. Spur, m. 21.10 Vankleek sub.
		05/06/1968	R-2501	Approves changes in automatic protection.
		13/11/1970	R-10159	Amends 121871 on cost apportionment.
		21/08/1987	R-41049	Removes statutory speed limit following accident on 1 Jun 1987.
29.7	Greenfield	04/04/1933	49729	CNR authorized to remove the agent from Greenfield provided a caretaker is appointed.
		29/08/1966	121850	Authorizes CNR to remove the caretaker at Greenfield.
30		11/05/1981	R-32183	CNR authorized to make changes to block signal system between m. 30.00 and m. 45.00. CNR exempted from provisions of 56(1) of G.O. E-14 at switch at m. 34.67 provided that no train or engine clears the main track at said switch. Heavy track equipment re-entering the main track at the switch after having cleared it must operate in conformance with rule 286 of UCOR. The permission required from the dispatcher must be copied in writing and repeated before being acted upon. Before granting such permission the dispatcher must provide protection against movements from all directions. All cases of violations at the switch must be reported to the Committee.
32.06	County Road 29	17/09/1920	30110	Following accident on 27 Jky 1920, removes statutory speed limit at first crossing west of Greenfield.
		28/07/1969	R-6277	CNR to install automatic protection.
34.02	Mechanic Street	24/10/1972	R-15175	Village of Maxville authorized to construct a diversion road which will eliminate the crossing at Mechanic Street.
34.23	Main Street, Maxville	02/04/1910	10053	Within 60 days GTR to install, and maintain at its own expense, an electric bell at first crossing east of Maxville station. 20% of the cost of installation to be paid for out of the Railway Grade Crossing Fund, 80% to be paid by GTR.
		08/12/1939	58414	Authorizes Village of Maxville to construct a public crossing over the CNR at m. 91.3 Alexandria subdivision (old mileage).
		23/05/1950	74525	Removes statutory speed limit.
		11/07/1958	94882	Requires CNR to install protection at Main Street, Maxville.
		19/09/1958	95627	Approves application by CNR for extension of time to install automatic protection at Main Street, Maxville, m. 91.3.
		02/10/1958	95875	Amends 94882 re. apportionment of costs.
		15/07/1959	98522	Amends 95627 which extended the time for installing protection at Main Street, Maxville.
		18/05/1961	104507	Amends 94882 re apportionment of costs.
		06/02/1967	123431	Removes statutory speed limit at m. 34.02.
		13/11/1969	R-7214	Changes to automatic protection.
		18/01/1973	R-15813	Approves changes to automatic protection.
		28/04/1977	R-24733	Removes statutory speed limit following accident on 7 Apr 1977.
		26/02/1981	R-31926	CNR to install flashing lights and bell within 12 months.
		22/01/1987	R-40247	CNR to install, within 12 months, short arm gates and constant warning time control.
34.27	Marlborough Street	25/01/1923	33325	Orders changes to bell already installed at first crossing east of Maxville station of repeating cut and stick relay so as to enable the station agent to stop the bell from ringing unnecessarily. Work to be completed by 1 May 1923.
		11/02/1930	44310	Removes statutory speed limit following accident on 24 Dec 1929.



Mileage	Location	Date	Number	Notes
34.27	Marlborough Street	21/02/1961	103844	Removes statutory speed limit.
		28/01/1974	R-17978	Removes statutory speed limit following accident on 27 Dec 1973.
34.3	McEwen spur	19/01/1921	30576	GTR authorized to construct, within 6 months, spur commencing east of its station at Maxville thence south westerly crossing Car Street and into premises of A.J. McEwen.
34.4	Maxville	12/01/1909	6076	For the purpose of accommodating the traffic to and from the cheese factory located south east of the crossing GTR is directed to maintain the crossing and to construct gates in line with the right of way fence. Gates to be kept closed except when it is necessary to open them for the traffic specified. Notice to be posted on both sides of the crossing prohibiting the use of the crossing for other than those authorized and requiring the gates to be kept closed by those using the crossing. GTR be not required to cut trains standing in the siding for the purpose of crossing other trains on the main line at this point, but that it do not allow trains to stand on the said siding for loading or unloading purposes, so as to interfere with or obstruct the crossing.
		12/01/1909	6070	GTR ordered to construct a crossing for the purpose of accommodating the traffic to and from the cheese factory located south east of the crossing. GTR to construct gates which shall be kept closed except when it shall be necessary to open them for the traffic specified. A notice prohibiting the use of the crossing for other purposes and requiring the users to keep the gates closed shall be placed on each side of the crossing. GTR not required to cut any trains standing in on the siding track for the purpose of crossing other trains on the main line at this point; but that it not allow trains to stand at the said points to load or unload. so as to interfere with or obstruct the crossing.
		15/11/1911	15393	Approves location and detail plans for proposed GTR station at Maxville.
		15/05/1969	R-5632	Authorizes CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville for the period when the agent is on annual vacation and requires the railway to submit and post notices.
34.48	Prince Street	25/11/1959	99795	Removes statutory speed limit.
		06/08/1969	R-6386	CNR to install automatic protection.
		03/11/1969	R-7063	Village of Maxville authorized to reconstruct crossing.
		07/04/1971	R-11381	Amends R-6386 re. cost apportionment.
		10/02/1976	R-22171	Removes statutory speed limit following accident on 28 Jan 1976.
		30/05/1978	R-26926	Amends R-7063 re. cost apportionment.
		25/08/1982	R-34241	Approves chnges to protection.
		21/11/1986	R-40042	CNR to install, within 12 months, short arm gates and constant warning time control.
35.74	Cumming Road	19/01/1968	R-1189	Authorizes twp. of Roxborough to improve sight lines.
		07/10/1971	R-12766	Removes statutory speed limit following accident on 8 Sep 1971.
		08/07/1976	R-23155	Roxborough authorized to improve crossing; CNR to install, within 10 months, flashing lights and bell.
		01/05/1979	R-28839	Amends R-23155 re. cost apportionment.
37.21	Crossing	16/03/1971	R-11244	CNR ordered to close crossing at m. 37.21.
38.68	Highway 138	07/07/1969	R-6130	CNR required to install protection.
		05/10/1971	R-12732	Ontario Dept. of Transportation authorized to improve crossing.
		03/03/1972	R-13712	R-6130 amended by changing "Cornwall Suburban Roads Commission" to "Dept. of Transportation and Communications of Ontario"

Mileage	Location	Date	Number	Notes
38.68	Highway 138	31/01/1979	R-28294	Removes statutory speed limit following accident on 15 Jan 1979.
		23/03/1981	R-32018	Removes statutory speed limit following accident on 21 Jan 1981.
		08/06/1982	R-33975	CNR to improve protection, within 12 months, by installing cantilever structures and additional lamp units.
		20/07/1984	R-36941	Amends R-33975 re. cost apportionment. (There is an error in this order - it refers to R-33977).
39.99	McNeil Road	15/12/1981	R-33065	CNR to install, within 12 months, flashing lights and bell.
		16/03/1984	R-36378	Amends R-33065 re. cost apportionment.
40.2	Moose Creek	09/05/1910	10530	Approves location and detail plans of proposed new Grand Trunk Ry. station at Moose Creek.
		03/05/1956	88724	Approves location and details of station proposed to be erected at Moose Creek, CNR Alexandria sub. m. 97.4 (old mileage).
40.38	Valley Street	24/06/1969	R-5976	Authorizes twp. of Roxborough to realign and widen road and upon completion requires CNR to install automatic protection.
		19/04/1971	R-11461	Amends R-5976 re. cost apportionment.
		08/05/1985	R-38100	Removes statutory speed limit following accident on 9 Apr 1985.
40.4	Moose Creek	08/07/1922	32587	Following application by Mose Creek Womens Institute, GTR ordered to stop, on flag, train 53 at Moose Creek on Sunday evenings; such service to remain in effect until 1 Oct 1922 subject to further extension if necessary.
		14/09/1922	32861	Provisions of 32587 extended until 1 Nov 1922.
		21/02/1923	33392	GTR ordered to stop, on flag, train 53 at Moose Creek on Sunday evenings. Service to begin with summer timetable and continue until 1 Nov 1923.
		25/06/1956	89094	Amends plan details as approved by 88724.
		21/08/1963	111958	Dismisses application for authority to remove the agent and appoint a caretaker at Moose Creek.
		11/02/1966	119921	CNR authorized to remove the station agent at Moose Creek provided a resident caretaker is appointed and available for duty.
		05/10/1982	R-34462	CNR authorized to remove the caretaker at Moose Creek and replace the existing station building with a passenger shelter provided the new facility is kept clean, heated and lighted for the comfort and convenience of the travelling public.
		40.89	Labrosse Street	13/07/1933
		28/09/1938	56467	Removes statutory speed limit at m. 98 (old mileage), Alexandria sub.
		16/11/1942	62943	Removes statutory speed limit Nine Mile Road, first west of Moose Creek Station following accident on 19 Oct 1942.
		17/11/1961	106242	Removes statutory speed limit.
		02/05/1962	107800	CNR required to install automatic protection.
		03/06/1962	107325	Removes statutory speed limit.
		06/04/1978	R-26651	Removes statutory speed restriction following the accident on 25 Feb 1978.
		01/03/1983	R-34930	CNR to improve crossing, within 12 months, by relocating and installing cantilever structures.
		18/08/1988	1988-R-731	removes statutory speed limit following accident o 11 Jul 1988.
41.45	Eighth Road	21/04/1910	10275	Removes statutory speed limit at second public highway west of Moose Creek.
		29/01/1976	R-22126	Removes statutory speed limit following accident on 24 Jan 1976.

Mileage	Location	Date	Number	Notes
41.45	Eighth Road	17/03/1982	R-33524	CNR to install, within 12 months, flashing lights and bell.
		28/06/1984	R-36840	Amends R-33524 re. cost apportionment.
42.01	Bridge No. 33	11/08/1905	594	Approves plans for proposed bridge over Moose Creek at m. 36.5 from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 33, m. 98.45.
46.23	Crossing	03/08/1973	R-17024	Removes statutory speed limit following accident on 20 Jul 1973.
		22/10/1981	R-32904	CNR to install, within 12 months, flashing lights and bell.
46.46	Highway 417	12/11/1970	R-10147	Ont. Dept. of Highways authorized to construct Highway 417 over CNR.
		07/06/1976	R-22953	CNR authorized to operate under dual overhead bridges.
47.37	County Road 7	11/02/1964	113466	Authorizes United Counties of Prescott and Russell to improve crossing at m. 47.37.
		14/04/1964	114052	Authorizes CNR to relocate reflectorized crossing signs from m. 47.37 Alexandria sub. to m. 20.38, Renfrew sub. (new mileage).
47.39	St. Albert Street, Casselman	03/11/1958	96169	Approves application by CNR for installation of improved protection at St. Albert Street, m. 104.45, Alexandria sub.
		25/06/1959	98342	Removes statutory speed limit.
		15/07/1959	98530	Extends time for installation of protection.
		19/07/1962	108433	Approves protection as installed at St. Albert Street.
		11/02/1963	110401	Amends 96169 re cost apportionment.
	St. Albert Street, Casselman	16/03/1976	R-22497	Approves changes to automatic protection.
47.42	St. Isidore Street	31/07/1926	37935	Removes statutory speed limit following accident on 7 Jul 1926.
		17/11/1942	62948	Removes statutory speed limit at CNR crossing second east of Casselman Station.
	18/09/1958	95608	Authorizes CNR to install automatic protection in lieu of existing danger sign and bell.	
	St. Isidore Street	16/07/1959	98546	Extends time for installation of protection.
		11/02/1963	110400	Amends 95608 re cost apportionment.
		02/07/1964	114874	Requires CNR to relocate the signal located in the north-east angle at St. Isidore Street.
	St. Isidore Street, Casselman	10/10/1975	R-21437	Approves changes in automatic protection.
St. Isidore Street	19/02/1982	R-33365	CNR to relocate the protection within 12 months,	
	28/06/1984	R-36842	Amends R-33365 re. cost apportionment.	
47.5	Casselman	06/10/1938	56503	Approves the location and layout of new Canadian National Rys. station at Casselman.
47.55	Cartier Street	16/01/1945	65620	Removes statutory speed limit at CNR crossing of highway first east of Casselman Station.
		10/02/1960	100465	Requires CNR to close Cartier Street, Casselman within the limits of the right of way.
		11/08/1960	102027	Declares crossing of Cartier Street, Casselman to be a public crossing.
		15/11/1960	102939	CNR required to install automatic protection at Cartier Street.

Mileage	Location	Date	Number	Notes
47.55	Cartier Street	02/07/1964	114881	Requires CNR to make changes to signal protection of Cartier Street, m. 47.56.
		28/10/1968	R-3725	Removes statutory speed limit.
		16/03/1971	R-11235	Removes statutory speed limit following accident on 22 Jan 1971.
		21/10/1975	R-21527	Approves changes to automatic protection.
47.6	Casselman	12/01/1909	6096	Complaint by Messrs Hyde and Webster of Montreal alledging that GTR had increased the rate on bricks from Casselman from 4.5 cents/100 lbs to 6 cents/100 lbs for delivery by CPR. This was dismissed because GTR established a special joint rate of 5 cents per 100 lbs on brick (except enamelled and glazed) in carloads from Casselman for CPR deliveries at Montreal, Atwater, Westmount, Montreal Junction, Mile End and Angus Shops.
		11/02/1915	23277	(1) Requires GTR to install an improved automatic bell and illuminated danger sign at Concession Street, Casselman before 1 Jun 1915. (2) GTR to remove the sectio-house east of Sealey Street, so that the line of vision of a person approaching the crossing from the northwest may not be blocked in respect of a train approaching from the west, the work to be completed by 15 May 1915.
		14/05/1917	26110	Orders GTR to install within 60 days improved automatic bell at Sealy Street, Casselman.
		04/10/1917	26606	Removes statutory speed limit at Sealy Street, Casselman.
		25/05/1945	66057	Orders CNR to rearrange the present operating circuits at the crossings of Concession and Sealey streets, village of Casselman, so as to minimize the unnecessary operation of the automatic bell at said crossings, and provide proper operation of the protection for train meets, at their own expense. A detail plan showing the changes to be submitted for the approval of an Engineer of the Board.
		12/08/1946	67768	Approves plan showing protection at the CNR crossings of Concession and Sealey Streets, Casselman.
		15/05/1969	R-5632	Authorizes CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville for the period when the agent is on annual vacation and requires the railway to submit and post notices.
47.63		12/10/1949	73217	Removes statutory speed limit at CNR crossing of Second Street, Casselman, m. 104.70 (old mileage).
47.66	Dollard Street	18/01/1924	34685	Removes statutory speed limit following accident on 6 Oct 1923, providing no cars may be placed on either side of the crossing on the passing track for a distance of 100' from the crossing, until weather conditions permit the moving of the switch back to a point about 20' east of the crossing.
		18/02/1960	100508	CNR required to install improved protection at Dollard Street.
		16/11/1960	102950	Extends time for installation of automatic protection.
		02/07/1964	114894	Requires CNR to relocate the signal in the south east angle of Dollard Street.
		16/02/1965	116714	Amends typo in 114894.
		20/10/1975	R-21499	Approves changes to automatic protection.
47.7	Bridge No. 34	01/05/1905	437	Approves plans for the new bridge to be erected across the Nation River at m. 30.45. Mileage appears to have been measured from Ottawa.
		06/06/1905	492	Gives CAR leave to reconstruct the substructure across the (South) Nation River. Plan reference no. 16788.
		04/07/1905	529	Approves reconstruction of the superstructure of bridge over Nation River, 30.45 miles from Ottawa. Plan no. 16998.
	Bridge No. 34	20/03/1914	21525	GTR authorized to operate over bridge No. 34 over Nation River, m. 104.44.
48.64	Lafontaine Road	07/05/1984	R-36624	Removes statutory speed limit following accident on 9 Mar 1984.

Mileage	Location	Date	Number	Notes
49.24		26/04/1950	74382	Dismisses application for a fencing exemption between m. 106.31 and m. 107.57, Alexandria subdivision (old mileage). m. 49.24 - 50.5.
49.27	County Road 3	10/01/1957	90633	Removes statutory speed limit at CNR crossing west of Casselman, m. 106.30, old mileage, following accident on 14 Dec 1956..
		07/02/1964	113447	Requires CNR to install automatic protection at m. 49.27.
		28/01/1974	R-17983	Fencing exemption m. 49.27 to m. 50.55, north side.
50.5	Pilon's Siding	19/12/1907	4262	Application by Alexander Pilon of Casselman for an order directing the Canada Atlantic Railway to construct a branch line (about 340 feet long) in a northerly direction from a point about three miles west of Casselman for the applicants Brick Manufacturing Industry. Applicant to provide the right of way. Spring frog and split point switch to be installed on the main line protected by semaphores and interlocked with the switch. Hayes derail to be installed in the siding also to be interlocked with the switch. Applicant to pay half yearly amount equal to 6% of the value of the materials in the spur and applicant to pay cost of installation. CAR to give a refund of \$2 per car shipped. Applicant bear the cost of all renewals, repairs and maintenance. Applicant to protect the CAR from animals escaping on to the railway. CAR authorized to collect, in addition to the regular tariff, an additional sum to cover cost of handling the traffic to and from the siding.
		13/08/1908	5390	Dismisses application by Alexander Pilon of Casselman for an order fixing the additional sum to be charged by CAR under 4262 for switching and handling traffic to and from siding mentioned in the order. It is confirmed that the additional charge of \$3.00 per car for switching and handling of traffic at the siding between South Indian and Casselman is deemed to be a reasonable charge.
		30/12/1919	29195	GTR is authorized to remove Pilon's siding 3 miles west of Casselman.
51.53	Fortier Road	04/10/1963	112310	Removes statutory speed limit at m. 51.59.
		07/01/1966	119561	Twp. of Cambridge authorized to relocate and reconstruct its Municipal Road at m. 51.59.
53.39	Crossing	04/05/1982	R-33818	CNR to install, within 12 months, flashing lights and bell.
		28/06/1984	R-36844	Amends R-33818 re. cost apportionment.
54.92	Bridge No. 35	01/05/1905	437	Approves plans for the new bridge to be erected by Dominion Bridge at m. 23.59. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to use bridge No. 35. over South Indian Creek at South Indian.
55.15	Des Pins Street	10/04/1962	107667	Removes statutory speed limit at m. 112.76.
		23/02/1977	R-24417	Cambridge twp. authorized to widen crossing; CNR to install, within 10 months, flashing lights and bell.
		01/05/1979	R-28828	Amends R-24417 re. cost apportionment.
55.71	Main Street, Limoges	20/04/1922	32326	Removes statutory speed limit following accident on 7 Dec 1921.
		23/06/1942	62404	Removes statutory speed limit.
		16/01/1945	65621	Removes statutory speed limit.
		06/06/1963	111396	Authorizes United Counties of Prescott and Russell to widen County Road 5 at m. 55.71.
		07/01/1964	112992	CNR authorized to relocate the reflectorized crossing signs from m. 55.71 Alexandria sub. to m. 19.77 Renfrew sub.
		31/03/1976	R-22622	Cost apportionment.
		31/05/1976	R-22902	Approves changes to automatic protection.

Mileage	Location	Date	Number	Notes
55.71	Main Street, Limoges	21/03/1978	R-26563	Approves changes to automatic protection.
55.9	Limoges	06/07/1909	7463	Approves plans of GTR new combination passenger and freight station at South Indian proposed to be erected to replace the building destroyed by fire.
		22/06/1931	46881	CNR authorized to remove the agent from Limoges provided a caretaker is appointed.
		04/10/1955	87088	CNR authorized to remove the station agent at Limoges and appoint a caretaker.
		28/01/1959	96790	Requires CNR to install automatic protection in lieu of the present protection at the crossing of Division Street, Limoges, m. 113.07, old mileage.
		13/10/1967	R-267	Dismisses application for authority to remove the caretaker and station building at Limoges.
55.97	Chemin Limoges	31/03/1914	21578	GTR ordered (1) to install, within 90 days, improved automatic bell; (2) all train movements on the siding to be flagged over the crossing by a member of the train crew; (3) speed of all trains on the Rockland Branch over the said crossing be limited to a rate not exceeding 8 mph.
		06/08/1914	22347	Removes statutory speed limit on main line.
		28/01/1959	96970	CNR to install automatic protectin.
		25/07/1975	R-21017	Approves changes to automatic protection.
		15/04/1980	R-30696	CNR to relocate existing protection within 12 months.
57.88	St. Thomas Road	26/04/1905	427	Approves application by CAR for a crossing between Concessions 9 and 10 in twp. of Russell.
58.5	Russland Road	10/07/1969	R-6158	United Counties of Prescott and Russell authorized to widen County Road 13 and requires CNR to install automatic protection.
		13/01/1970	R-7728	Amends R-6158 re. cost apportionmant.
		16/02/1971	R-10937	Amends R-6158 re. cost apportionment.
		25/05/1971	R-11756	R-6158, R-7728 and R-10937 amended by deleting reference to "County Road 13" and inserting "Regional Road 8 in the RMOC".
58.7	Dunning Road	17/05/1984	R-36670	Removes statutory speed limit following accident on 22 Apr 1984.
		21/08/1984	R-37081	Removes statutory speed limit following accident on 7 Jul 1984.
		13/11/1985	R-38679	CNR to install, within 6 months, flashing lights and bell.
		24/04/1986	R-39306	Removes statutory speed limit following accident on 26 Oct 1985.
60.57	Devine Road	15/11/1978	R-27943	Removes statutory speed limit following accident on 5 Oct 1978.
		02/01/1980	R-30161	Cumberland twp. authorized to reconstruct crossing, CNR to install, within 12 months, flashing lights and bell.
		10/11/1981	R-32952	Amends R-30161 re cost apportionment.
		15/06/1982	R-33989	removes statutory speed limit following accident on 3 May 1982.
60.71	Rockdale Drive	26/11/1959	99794	Removes statutory speed limit at crossing east of station, m. 117.77.
		18/12/1962	109904	Removes statutory speed limit.
		02/10/1963	112285	Removes statutory speed limit at m. 60.7.

Mileage	Location	Date	Number	Notes
60.71	Rockdale Drive	29/10/1964	115770	Requires CNR to install automatic protection.
		10/11/1964	115914	Removes statutory speed limit.
60.8	Vars	10/05/1967	124377	Dismissed application for authority to replace the station agent at Vars with an on-hand agent.
		15/05/1969	R-5632	Authorizes CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville for the period when the agent is on annual vacation and requires the railway to submit and post notices.
60.87	Bearbrook Road	27/10/1917	26687	GTR required to install an improved type of automatic bell within 60 days of date of order and thereafter maintain said bell at its own expense. 20% of the cost of installation to be paid out of "The Railway Grade Crossing Fund" and the remainder to be paid by the railway. The siding at this point to be extended and cars standing on the siding to be kept back 150 feet from the crossing. All switching movements on the siding to be flagged over the crossing.
		18/06/1952	79221	(1) Removes statutory speed limit following accident on 11 Apr 1952; (2) cars standing on the siding shall be kept back 150' from the crossing; all switching movements on the siding to be flagged over the crossing.
		23/01/1958	93484	Removes statutory speed limit.
		09/04/1959	97562	Authorizes CNR to install automatic protection at highway west of Vars at m. 117.94, (old mileage).
		13/05/1966	120798	Approves changes in automatic protection.
		29/07/1966	121503	Rescinds 26687 and 79221.
		29/07/1966	121503	Crossing is now protected by flashing lights and bells. Rescinds 26687 and 79221.
		02/03/1967	123634	Twp. of Cumberland authorized to widen Main Street, Vars and requires CNR to relocate signals in northwest angle of the crossing.
		23/10/1968	R-3698	Amends 123634 in details.
		16/04/1969	R-5266	Rescinds 123634 and R-3698.
61.49	Bridge No. 36	01/05/1905	437	Approves strain sheets of 20' 0" beam span bridge to be erected on CAR at m. 17.02. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over bridge No. 36, Boar (sic) Brook Creek, m. 117.75, Vars.
61.7	Frank Kenny Road	01/10/1969	R-6824	Removes statutory speed limit.
		08/04/1975	R-20404	Removes statutory speed limit following accident on 10 mar 1975.
		12/03/1976	R-22475	Cumberland twp. to improve vision by removing brush and trees on private property in all quadrants.
		22/03/1977	R-24569	Rescinds R-22475; CNR to install, within 10 months, flashing lights and bell.
63.88		06/07/1948	70873	Fencing exemption, north side, m. 120.95 - 122.74 (old mileage) Alexandria subdivision. m. 63.88 - 65.67.
64.9	Carlsbad Lane	18/12/1970	R-10584	Removes statutory speed limit following accident on 28 Nov 1970.
		03/02/1977	R-24350	Removes statutory speed limit following accident on 13 Jan 1977.
		25/10/1982	R-34536	CNR to install, within 12 months, flashing lights and bell.
65.93	Boundary Road	01/04/1914	21579	Removes statutory speed limit.
		19/06/1963	111507	Twp of Gloucester authorized to improve twp. road at m. 65.93.

Mileage	Location	Date	Number	Notes
65.93	Boundary Road	15/05/1969	R-5623	Requires CNR to install automatic protection.
		30/01/1980	R-30318	RMOC authorized to widen crossing, CNR to relocate and revise protection.
		06/02/1980	R-30350	Amends R-5623 re. cost apportionment - crossings at m. 65.93 and m. 65.99.
65.99	Eighth Line Road	09/10/1919	28886	Removes statutory speed limit.
		19/06/1963	111509	Twp. of Gloucester authorized to make improvements at m. 65.99.
		15/05/1969	R-5623	Requires CNR to install automatic protection.
67.1	Carlsbad Springs	15/06/1962	Letter	No reason to require your company to maintain the station building at this location and action may be taken to replace same with the proposed shelter.
		29/01/1965	116594	CNR authorized to remove the caretaker at Carlsbad Springs.
		21/06/1968	Letter	As no objection has been filed in this regard you may proceed to remove the shelter.
67.2		11/03/1930	44434	CNR authorized to remove the station agent from Carlsbad Springs provided that a caretaker is appointed.
67.21	Marlborough Street	21/04/1926	37520	Following accident on 1 Nov 1925, CNR ordered to install, within 30 days, a wigwag. This is in addition to existing electric bell.
		10/06/1926	37723	Wigwag having been installed as required by 37520 removes statutory speed limit.
		20/01/1934	50716	Removes statutory speed limit following accident on 17 Dec 1933.
67.44	Hall Road	16/06/1944	64969	Authorizes CNR to construct extension to passing track across public highway at Carlsbad Springs.
		30/08/1962	108762	Removes statutory speed limit.
		20/01/1970	R-7763	CNR to improve protection.
67.9	Eastman Creek	01/05/1905	437	Approves plans for the new bridge to be erected by Dominion Bridge at m. 10.55. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over bridge No. 37 over stream at Carlsbad Springs, m. 124.48.
		16/07/1986	R-39577	CNR authorized to reconstruct the bridge and may operate trains during and after the performance of the work. Upon completion CPR to have the work inspected by a professional civil engineer who will submit an affidavit. Upon receipt of an affidavit CPR may operate trains at the lower of 80 mph for passenger trains and 60 mph for freight trains and the maximum safe speed stated in the affidavit.
67.98	Russell Road	13/01/1987	R-40224	CNR authorized to use the bridge. Speed restrictions imposed by R-39577 are revoked.
		16/01/1945	65617	Removes statutory speed limit at CNR crossing of Concession Road No. 7, one mile west of Carlsbad Springs. (m. 125.0)
		02/03/1948	70315	Removes statutory speed limit.
		22/06/1960	101560	Removes statutory speed limit.
		27/10/1961	106081	Removes statutory speed limit.
		22/03/1963	110777	Requires CNR to install automatic protection at Russell Road, Carlsbad Springs.
		26/04/1963	111071	CNR authorized to relocate the reflectorized crossing signs from m. 67.98 to m. 3.22 Renfrew sub.
		28/04/1965	117366	Amends 110777 re apportionment of costs.



Mileage	Location	Date	Number	Notes
67.98	Russell Road	11/01/1972	R-13356	Removes statutory speed limit following accident on 17 Oct 1971.
		31/01/1977	R-24322	Removes statutory speed limit following accident on 9 Jan 1977.
		06/11/1978	R-27897	Removes statutory speed limit following accident on 13 Oct 1978.
		21/01/1982	R-33163	Removes statutory speed limit following accident on 17 Dec 1981.
68.94	Farmers Way	20/01/1970	R-7749	Gloucester twp. to improve crossing and CNR to install protection.
70.44	Anderson Road	22/06/1959	98300	Removes statutory speed limit at m. 127.5 (old mileage).
		12/02/1962	107143	Removes statutory speed limit at m. 127.5.
		07/09/1962	108876	CNR required to install automatic protection at County Road 42.
		03/02/1967	123427	Assessing cost of maintenance and operation of automatic protection between CNR and Ottawa Suburban Roads Commission.
		16/03/1971	R-11229	Removes statutory speed limit following accident on 28 Jan 1971.
71.98	Baseline Road	20/01/1970	R-7771	Gloucester twp. authorized to improve crossing and CNR to install protection.
		72	19/02/1980	R-30425
72.43	Bridge No. 38	01/05/1905	437	Approves plans for the 28' 0" deck plate girder span to be erected at m. 5.97. Mileage appears to have been measured from Ottawa.
		20/03/1914	21525	GTR authorized to operate over Bridge No. 38, Green's Creek, m. 129.02.
72.61	Highway 417	09/04/1973	R-16340	Authorization to construct Highway 417 over CNR & CPR Ottawa subdivision at m. 82.95 and 82.98. (72.61 & 72.71)
		17/04/1973	R-16392	Authority to construct bridges for Highway 417 over the Alexandria sub. at m. 72.61 and 72.71.
		17/04/1973	R-16392	Ontario dept. of Tptn. authorized to construct Highway 417 over CNR at m. 72.61 and 72.71; approves temporary less than standard clearances.
72.7	Hawthorne Interlocking	20/10/1975	R-21491	CNR authorized to operate under overhead bridge.
		30/05/1898	PCRC	Approves application by Ottawa & New York Ry. to cross CAR at rail level at Hawthorne subject to the Ottawa & New York Ry. paying entire costs of construction and maintenance of the interlocking arrangement and \$500 to the CAR to cover the CAR costs of appearing before the Committee. The plan filed shows approval on 27 June 1898 and/or 23 September 1898.
		17/06/1898	PCRC	Authorizes installation of interlocking. Ottawa & New York Ry. shall provide, construct and thereafter maintain and operate at the said point of crossing an interlocking, derailing and signal system and all the necessary works and appliances for properly operating the same. Ottawa & New York Ry. shall pay to the Canada Atlantic Ry., within 30 days, the sum of \$500 being in payment of all costs, charges and expenses which the CAR have incurred in and about the several applications of the applicants to the Railway Committee of the Privy Council, up to and including 30 May 1898.
		19/11/1921	31795	So long as the character of movements over said crossing shown to exist continues, Ottawa & New York Ry. relieved from maintaining a signalman between the hours of 22:30 and 06:30 daily provided that the signals and derails be set clear for the GTR and against the Ottawa & New York Ry.. The key to the tower to be retained by the Ottawa & New York Ry..
		29/11/1921	31845	Amends 31795 to eliminate "west" and substitute "east".
		14/03/1922	32234	Amends 31795, as amended by 31845, to provide that special movements may be made over the crossing during the hours the operators are off duty on condition that NYC arrange to have operators called to operate the signals when each special movement is made and the GTR is advised in sufficient time to allow trainmen to be advised of such special movements.

Mileage	Location	Date	Number	Notes
72.7	Hawthorne Interlocking	26/10/1928	41669	So long as the character of the crossing shown to exist continues NYC is relieved from maintaining signalmen between 06:30 and 22:30 on Sundays; provided that the signals and derails be set clear for CNR and against NYC during the said hours; key of the tower to be retained by NYC; in the event of an emergency movement over the crossing on the part of the railways requiring the operation of the interlocking plant, the matter to be arranged between the companies and the operators called to protect such movements.
		28/06/1932	48800	Arrangements can be made whereby a signal can be provided at the intersection of the two railways, set for the CNR at all times when a telegrapher is not on duty, NYC granted leave to maintain one telegrapher only daily except Sunday.
		13/11/1945	66677	CNR and NYC authorized to operate through the interlocking at Hawthorne without stopping provided the signals indicate proceed. NYC trains not to exceed 15 mph when approaching and within 500' of the governing home signal.
		28/11/1946	68225	Authorizes NYC to install automatic interlocking signals in lieu of the present mechanical interlocking at the crossing with CNR at Hawthorne.
		13/06/1947	69089	CNR and NYC are authorized to operate their trains through the interlocking plant at the crossing at Hawthorne "without their first being brought to a stop: PROVIDED the signals are in the "proceed" position".
		05/03/1948	70344	Authorizes CNR to operate passenger trains at a speed of fifty mph through automatic interlocking at crossing of CNR and NYCRR at Hawthorne, provided the signals are in the "proceed" position.
		12/01/1953	80588	Authorizes CNR to make changes to permit installation of a turnout between the home and distant signals on the Alexandria subdivision as shown in NYC plan no. 9577.
		23/01/1953	80666	CNR authorized to install signals in the Ottawa area.
		17/12/1954	85195	CNR and NYC authorized to operate their trains through the interlocking at Hawthorne without their being brought to a stop provided the signals are in the proceed position.
		12/07/1957	92032	CNR authorized to remove the diamond crossing and interlocker at the crossing with NYC at Hawthorne. Rescinds Privy Council Railway Committee order of 7 Jun 1898 and 31795, 31845, 32234, 41669, 48800, 66677, 68225, 69089, 70344 & 85195.
	Hawthorne	29/07/1966	121527	National Capital Commission (CNR & CPR) authorized to operate over the Hawthorne Connection.
72.73	Walkley Road	10/06/1948	70752	Removes statutory speed limit.
		12/11/1963	112596	NCC authorized to construct trackage between the CPR M&O sub. and the CNR Alexandria sub. at grade across Walkley Road (conc. 3, Ottawa Front and conc. 6 Rideau Front) and Ridge Roads (between lots 1 & 2, conc. 6 Rideau Front).
		03/03/1964	113681	Amends 112596 re. cost apportionment.
	Industrial Avenue	17/03/1982	R-33523	CPR to install, within 12 months, flashing lights on cantilever structures and bell at crossing of Industrial Avenue at m. 0.13 Industrial Avenue Spur, off m. 2.40 South Freight Shed Lead with headblock at m. 72.73, Alexandria sub.
		07/12/1984	R-37568	Amends R-33523 re. cost apportionment.
72.78		07/10/1965	118629	CNR authorized to install an electrically locked switch at m. 72.78 (formerly m. 129.84)
72.94	Ridge Road	10/02/1966	119899	Removes statutory speed limit.
		16/04/1969	R-5275	Amends R-1610 by changing reference to read "tracks of the CNR and CPR at m. 0.20 Ottawa sub. and m. 0.20 Walkley Line and Ridge Road.
73		14/11/1951	77730	(1) Approves plan, profile and book of reference filed; (2) FDC authorized to construct its railway across highways: (a) lot 2, concs. 2 & 3, Rideau Front; (b) lot 2, concs. 4 & 5, Rideau Front; (c) Walkley Road, opposite lot A, conc. 6, Rideau Front; (3) FDC authorized to construct its railway across CPR Prescott sub (Walkley Diamond)

Mileage	Location	Date	Number	Notes
73		19/11/1953	82605	CNR authorized to operate over the tracks from m. 130.07 and m. 130.39, (old mileages ) Alexandria sub to m. 5.25 Hurdman sub. which were authorized to be constructed by 77730 of 14 Nov 1951. 81582 is rescinded.
		12/07/1962	108363	Authorizes the NCC: (1) to construct railway trackage between the CPR M&O sub. and the CNR Alexandria sub. (2) to connect the trackage with the CPR at points "E" and "D", m. 82.9 and 83.5 respectively of the M&O sub. (3) to connect the trackage with the CNR at points "A" and "G" mileages 129.87 and 130.8 respectively of the Alexandria sub. and m. 0.29 of the Walkley line; (4) to construct trackage across the CNR at m. 130.24 Alexandria sub by means of a diamond crossing.
	M&O Wye	23/05/1963	111289	Authorizes NCC to construct a bridge over Green Creek on the wye track connection between CNR Alexandria sub. and CPR M&O sub.
73.67	M&O Junction	15/06/1953	81582	CNR authorized to operate over the switches at the north leg of the wye at m. 130.53 (73.67), Alexandria sub. and the south leg of the wye at m. 130.07 (73.0) (old mileages).
74.71	Industrial Spur	10/02/1969	R-4631	Approves changes in automatic protection at Innes Road, m. 1.25 Industrial Lead off m. 74.71 Alexandria sub.
74.77	Innes Road	30/07/1948	70994	Directs twp of Gloucester to cut down and remove brush in southeast corner of CNR crossing at m. 131.73, Alexandria subdivision (old mileage). Concs. 2 & 3, Gloucester twp.
		18/02/1958	93677	Authorizes CNR to construct a siding across Innes Road at m. 131.73.
		04/03/1960	100673	CNR required to install automatic protection at Innes Road.
		24/11/1960	103073	Extends time for installation of protection at Innes Road.
		21/07/1976	R-23267	RMOC authorized to construct a subway to carry Innes Road under CNR and CPR.
		26/11/1979	R-29979	CNR and CPR authorized to operate their trains on subway structures carrying Innes Road under their railways at m/ 1.28 North freight Shed Lead of CNR, m. 1.69 South freight Lead of CPR both of which commence at m. 0.63 Walkley Line and at m. 74.77 Alexandria sub., formerly m. 2.04 Ottawa sub. as authorized to be constructed by R-23262, R- 23367 and amended by R- 25171 and R-25172.
75.37	Michael Street	17/06/1966	121134	Approves changes to automatic protection.
		02/05/1972	R-14044	Removes statutory speed limit following accident on 14 Apr 1972.
		06/12/1974	R-19726	Approves changes to automatic protection.
		19/08/1977	R-25327	Approves changes to automatic protection.
		17/01/1979	R-28217	Removes statutory speed limit following accident on 28 Dec 1978.
		27/01/1981	R-31826	Approves changed to automatic protection.
		21/11/1985	R-38706	Removes statutory speed limit following accident on 26 Oct 1985.
75.38	Russell Road	19/10/1967	R-375	Authorizes NCC to construct an additional track across Russell Road opposite m. 75.38 Alexandria sub. and requires that all train movements be flagged by a member of the train crew.
75.5		10/11/1916	25618	Removes statutory speed limit.
		03/04/1957	91316	Removes statutory speed limit.
		17/12/1957	93207	Removes statutory speed limit following accident on 27 Nov 1957.
		18/02/1958	93673	Authorizes CNR to construct a siding across Russell Road between lots 11 & 12 Junction Gore.
		28/03/1958	93984	Authorizes CNR to construct a siding across Russell Road.

Mileage	Location	Date	Number	Notes
75.5	Russell Road	01/04/1958	94008	Directs CNR to place an all-time watchman at the crossing of Russell Road.
		08/06/1967	124622	Revokes 94008 and requires that all train movements of the CNR and the CPR over the crossing of CNR Industrial Spur and Russell Road (m. 75.38 Alexandria sub.) be flagged by a member of the train crew.
		24/11/1981	R-32993	Verify details.
75.51		01/06/1953	PC 1953-882	Approves construction by CNR of: 1. Approximately 5220' of new trackage as a railway facility to serve industries located in a 70 acre zone established by the FDC as a warehouse area on the outskirts of Ottawa, the right of way for the proposed trackage having been deeded to the railway by the owners of the land to be served by the trackage, the estimated cost of the proposed construction being \$98,621.00. 2. Industrial trackage in Uxbridge, Ont. Plan shows the trackage leaving the Alexandria sub. immediately west of the crossing with Russell Road.
75.61	St. Laurent Boulevard	03/01/1958	93310	Requires CNR to install certain protection at St. Laurent Boulevard, m. 132.
		18/02/1958	93672	Authorizes CNR to construct a siding across St. Laurent Boulevard.
		16/06/1958	94591	Authorizes City of Ottawa to improve approach grades leading up to the main line track of the CNR at St. Laurent Boulevard.
		30/09/1958	95853	Amends 94591 re. apportionment of costs of installing protection at St. Laurent Boulevard and the industrial lead track.
		13/03/1959	97366	Amends 93310 re. apportionment of costs.
		05/01/1961	103435	Amends 94591 re apportionment of costs.
		02/04/1962	107580	City of Ottawa authorized to construct an overhead bridge at St. Laurent Boulevard this includes relocating one track of CNR.
		02/04/1962	107570	Authorizes City of Ottawa to construct an overhead bridge to carry St. Laurent Boulevard over CNR, m. 131.96.
		08/06/1962	108090	Amends typo in 107580.
75.7		18/08/1964	115255	CNR authorized to operate under the overhead bridge at m. 74.94 (formerly m. 131.96) authorized by 107580.
		25/11/1965	119133	Authorizes NCC to construct a temporary service road across the CNR Freight Shed Lead track, vicinity of new Ottawa station, opposite m. 75.7. CNR to close the crossing on or before 20 Apr 1966.
		28/04/1966	120651	Time extension until 30 Jun 1966 for 119133.
		12/07/1966	121310	Authorizes NCC to construct a temporary service road across CNR Freight Shed Lead track in the vicinity of the new Ottawa Station opposite m. 75.7 Alexandria sub. CNR authorized to close the temporary crossing on or before 21 Jul 1966.
75.8	John Heney Spur	10/01/1957	90653	CNR applicaiton for approval of location of storage facilities for flammable liquids of John Heney and Son, Ltd., Ottawa.
76.3		08/08/1966	121577	CNR authorized to abandon from m. 76.3, Alta Vista Drive to m. 78.40 in the vicinity of Rideau Street. Abandonment to take place within a week of this order.
	Belfast Road	07/02/1968	R-1372	Authorizes NCC to construct an overhead bridge to carry Belfast Road across and over the joint right of way and tracks of CNR and CPR at m. 3.57 Ottawa sub. and approving the less than standard temporary overhead clearance.
		19/12/1969	R-7553	CNR and CPR authorized to operate under Belfast Road, m. 3.57 Ottawa sub.
76.38	Industrial Avenue	12/11/1941	61436	Authorizes Twp of Gloucester to construct a highway crossing over CNR opposite Fourth Street, Twp Gloucester, Co Carleton and directing the installation of flashing lights and bell. M. 133.3 Alexandria sub.
		12/08/1953	81962	Authorizes CNR to construct a railway track upon and across Industrial Avenue.

Mileage	Location	Date	Number	Notes
76.38	Industrial Avenue	16/11/1965	119014	Authorizes the construction of two temporary crossings carrying the temporary diversion of extended Industrial Avenue (a) across CNR on the wye between their Alexandria sub. and Sussex Street sub. of CPR opposite m. 76.38 Alexandria sub. and (b) at CPR m. 3.45 Sussex Street sub.
76.4	Alta Vista Drive	13/05/1966	120793	Authorizes NCC to construct two temporary crossings at Alta Vista Drive (new), m. 76.4 Alexandria sub. and wye track connecting Alexandria sub. with Sussex Street sub.
76.5	Ottawa New	18/03/1963	PC 1963-428	Treasury Board minute 13/428. Authorized NCC to acquire land from Dustbane Company.
		13/08/1964	PC 1964-1239	Treasury Board minute 14/1239. Approval to construct new Ottawa station building at a cost of approximately \$6,500,000. This is subject to a satisfactory solution being found to the problem of the location of mail handling facilities at or near the proposed station and investigation of the possibility of joint use of the proposed heating plant to serve both facilities.
		21/01/1965	116523	Approves the location of the station proposed to be erected by the National Capital Commission at Hurdman between Tremblay Road and Terminal just east of Alta Vista Drive.
		01/11/1965	PC 1965-1919	Treasury Board minute 43/1919. Approves cost increase to \$7,550,000 for new Ottawa railway station.
		29/07/1966	121528	National Capital Commission (CNR & CPR) authorized to operate over Ottawa Station tracks between m. 84.8, M&O. sub. and m. 0.2 Beachburg sub.
		21/10/1969	PC 1969-2029	Approves sale of surplus land to CN and CP. Two parcels of land, 3.389 acres, being composed of parts of lots 5, 6, 7 & 8 of lot 21 Junction Gore, City of Ottawa to CN and CP as tenants in common for \$23,784.24. Verify location.
		13/06/1974	R-18773	CNR authorized to make track and signal changes on Walkley line and Ottawa sub.. Exemption from 53 (1) of G.O. E-6 at switches at m. 2.88 (Ottawa Station?) and m. 7.83 Ottawa sub (4.06 Beachburg sub).
76.55	Thomas Wilson Lumber	27/05/1908	4764	GTR authorized to construct a branch line and three spurs therefrom extending from the GTR's railway on lot 12 in the Junction Gore Concession, Gloucester twp. thence south westerly to Thomas Wilson's Lumber Yards.
		18/06/1909	7281	Application by Thomas Wilson export lumber dealer for an order requiring CAR to construct a suitable crossing where CAR abuts the land of the applicant in twp. of Gloucester. Requires CAR to continue the crossing in the nature of a farm crossing formerly in existence at this point: (1) gates to be maintained and kept closed by and at the expense of applicant except when being used for the purpose of delivering lumber; (2) user to be limited to a maximum of 6 crossings per day not to exceed 60 crossings per month. (3) CAR retains the right to raise the tracks at the point of crossing.
76.6	Hurdman	23/09/1898	PCRC	Approves the junction of the NY&O and the CPR (M&O). NY&O to provide, maintain and operate a complete interlocking plant. An interlocking plant shall be provided, maintained and operated by the CPR for the crossings of the M&O and CAR by the St.L&O. NY&O to pay such portion of the first cost as is fairly chargeable to said junction and 1/3 the cost of operation and maintenance of the plant. CPR trains of the same or superior class to have priority in using said junction.
		06/08/1910	11386	Rescinds 11172. CNOR authorized to construct its lines and tracks across the lines and tracks of the GTR and CPR near Ottawa in the County of Carleton. CNOR to install a Manganese Steel Diamond, derails and semaphores at the crossing, - the said derails and semaphores to be operated from the tower already located at Rideau Junction. This is the same as 11172 except for the additional reference to CPR.

Mileage	Location	Date	Number	Notes
76.6	Hurdman	19/09/1911	14981	CNOR given authority to cross Grand Trunk and CPR tracks in Ottawa for construction purposes only until 12/31/11 with right to apply for an extension. CNOR to install diamonds on lines of CPR and GTR; insert derails with the accompanying semaphores in the track of the CNOR, one on the north side of the CPR, 200' from the diamond and the other on the south side of the GTR, 200' from the diamond; the appliances to be connected with the pipeline of the interlocking plant at present installed at the said crossings and to be operated on release by the man in the tower. No CNOR trains to work within the protection herein provided on the line of the CPR or the GTR during the time of trains as shown on their respective time cards.
		03/05/1912	16451	CNOR to bear the cost of changes to the interlocking plant and that the cost of operating and maintaining the interlocking plant be divided equally between the NY&O, CPR, GTR and CNOR.
		11/08/1913	19984	CNOR, CPR and GTR authorized to operate their trains over the crossings (authorized by 11386) without their first being brought to a stop.
		06/05/1916	24952	CPR authorized to construct across the CNOR and Russell Road a wye track connecting the tracks of the StL&O and the M&O at m. 85.81 M&O line. The wye to be connected to the interlocking plant
		23/04/1934	50950	Approves changes to interlocking at the crossing of CNR and junction with Ottawa & New York Ry. at Hurdman.
		05/08/1941	61064	Approves plan showing proposed changes to interlocking plant at crossing of Sussex Street branch and M&O subdivision by the CNR and junction with the Ottawa & New York Ry. at Hurdman.
		04/11/1942	62903	Authorizes CNR and CPR to operate their trains through interlocking plant at Hurdman (crossing of Sussex Street, M&O & Alexandria subs and junction with NYC) without their first being brought to a stop; provided the signals are in the "proceed" position.
		01/02/1951	76022	Approves plan showing changes to interlocker at crossing of CPR and CNR and junction with Ottawa & New York Ry. at Hurdman.
		13/02/1951	76084	Amends 76022 by adding "is approved".
		11/06/1963	111438	Approves signals as installed on CPR Sussex Street sub. and CNR Alexandria and Beachburg subs. and Hurdman Spur.
76.68	Riverside Drive	30/12/1965	119473	Authorizing NCC to construct a subway to carry the extension of Industrial Avenue across and under the track connection between m. 84.8 M&O sub. and m. 0.75, Beachburg sub. which will eliminate the existing crossings at Riverside Drive (m. 76.68, Alexandria sub.), Russell Road (m. 0.17 Hurdman Spur) and at Russell Road (m. 3.55 Sussex Street sub.)
76.69	National Petroleum	10/12/1959	99928	Approves flammable liquid storage facilities of National Petroleum at m. 133.76
		19/10/1962	109307	Rescinds 99928.
76.7	Rideau River	06/06/1905	492	Gives CAR leave to reconstruct the substructure across the Rideau River. Plan reference no. 16788.
		04/07/1905	529	Approves reconstruction of the superstructure of bridge over Rideau River, 1.70 miles from Ottawa. Plan no. 16997.
		20/03/1914	21525	GTR authorized to operate over bridge No. 39 over Rideau River at m. 133.32.
76.8	Riverside Drive	11/09/1929	43385	Removes statutory speed limit.
	Riverside	24/01/1963	110200	Authorizes CNR to make signal changes between Deep Cut and Riverside, m. 76.8, Alexandria sub.
76.81	Ottawa Gas	18/01/1913	18551	GTR authorized to construct, within 6 months, a siding from a point on the GTR on lot G, Rideau Front, Nepean twp., now in the City of Ottawa, thence extending in a westerly direction to and into the premises of Ottawa Gas Co. on lot G.
		11/04/1919	28225	Ottawa Gas Company is ordered to pay the Grand Trunk Company the sum of \$3,058.50 as demurrage on cars loaded with coal consigned to the applicant at Ottawa.

Mileage	Location	Date	Number	Notes
76.81	Ottawa Gas	15/09/1938	56411	Approves proposed location of oil storage tank. etc of the Ottawa Gas Company located adjacent to the tracks of the CNR at Lees Avenue, East, Ottawa.
76.93		29/04/1966	120672	Authorizes NCC to construct a connecting track from m. 86.08, M&O sub. to m. 76.93, Alexandria sub. and construct a crossover between the CNR westbound and eastbound main lines.
		02/05/1966	120683	(1) CPR and CNR authorized to operate over the connecting track from m. 86.08, M&O sub. to m. 76.93 Alexandria sub and over the crossover between the CNR westbound main line and eastbound main line. (2) CNR reauthorized to operate over the following CPR tracks (a) m. 3.33 to m. 3.60 Sussex Street sub. (b) on the wye track from m. 3.60 Sussex Street sub to m. 85.95 M. & O. sub. (c) from m. 85.95 to 86.08 M. & O. sub. (3) CPR authorized to operate from m. 76.93 to m. 77.56 Alexandria sub. (4) approves less than standard clearances on connecting track between m. 86.08 M&O. sub. and m. 76.93 Alexandria sub. (5) movements between Union Station and m. 76.93 Alexandria sub. and from New Connection to Hurdman shall be as prescribed by instructions under Manual Block System. (6) Movements between Union Station and New Connection, m. 76.93 Alexandria sub., shall be under the jurisdiction of the Yardmaster at Laurier Avenue controlled by Switch Tenders at Laurier Avenue, Deep Cut and New Connection. Movements between Hurdman, m. 85.9 M. & O. sub shall be controlled by Operator at Hurdman and Switch Tender at New Connection.
77.5	Deep Cut	09/10/1909	PC 1909-2089	Authorizes lease of Rideau Canal lands to CNOR in the south eastern end of Deep Cut on lot F, conc. D, twp. of Nepean, 0.573 acres in extent in connection with the proposed entrance of the railway into the City of Ottawa. Note: this was not actually used by the CNOR which was forced to build a station at Henderson Avenue.
		23/07/1927	PC 1927-1459	Authorizes CNR to purchase land and buildings on Nicholas Street from Laporte Martin Ltd. for \$130,000.
		23/02/1932	48169	In connection with the movement of trains or engines between Deep Cut and Ottawa Union, both stations being within the Ottawa Terminal, CNR to arrange as follows: EASTWARD MOVEMENTS No train or engine shall pass the signal located immediately west of the Laurier Bridge until the preceding train or engine has cleared the signal located 433' west of Deep Cut, which signals respectively control eastward trains. WESTWARD MOVEMENTS: No train or engine shall pass: (a) semaphore signal located on south side of Renfrew subdivision main track, 800' west of Mann Street subway (which signal controls eastward trains from Main Street); (b) semaphore signal at shop track at south side of double track, (which controls engines leaving the shop track); (c) semaphore signal first on north side of double track east of Mann Street subway (which controls westward trains on double track from Riverside); (d) semaphore signal on north side of the CPR main track east of Mann Street subway (which controls westward trains on the CPR); until the preceding train or engine has passed the signal located 650 feet east of Laurier Bridge, south side. The signals referred to are shown in the Special Instructions of the Ottawa Terminals Time-Table No. 43, and on the plans filed with the Board.
		13/09/1937	54816	Authorizes City of Ottawa to reconstruct the existing subway under the tracks of the CPR and the CNR at the junction of Nicholas Street, Mann Avenue, Echo Drive and Greenfield Avenue.
		28/07/1938	56215	Authorizes City of Ottawa to construct temporary highway crossing of CNR north of Mann avenue, Ottawa.
		16/01/1939	56974	Authorizes CNR and CPR to operate over the subway at Mann Avenue, Ottawa.
		19/08/1949	72946	Approves proposed unloading rack, pipe lines, pump house, one 15,000 gal storage tank and locomotive service connection for the handling and storage of class II inflammable liquids of CNR at Ottawa.
		28/03/1957	PC 1957-431	Approves lease of Rideau Canal Reserve land to CNR for passenger and freight terminal purposes. 29.12 acres in parts of lots C and D Conc. C and lots D, E and F of Conc D, Nepean twp. Carleton county. Verify location.
		12/06/1962	108117	Approves the location of proposed flammable liquid bulk storage facilities of the CNR at m. 135.27.
		06/07/1962	108325	Rescinds 72946.
77.51	Bridge No. 40	01/05/1905	437	Approves plans for the 3' 8" skew through plate girder span to be erected at m. 1.0. Mileage appears to have been measured from Ottawa.

Mileage	Location	Date	Number	Notes
77.51	Bridge No. 40	20/03/1914	21525	GTR authorized to operate over Bridge No. 40, Hurdman's Road, Ottawa, m. 134.10.
77.81		28/05/1971	R-11816	CNR exempted from 53 (1) of G.O. E-14 at switch at m. 2.06 Ottawa sub. provided no engine or train clears the main track at the siding.
78.2	Laurier Avenue Bridge	07/03/1918	27054	Grand Trunk Ry. authorized to reconstruct Laurier Avenue Bridge.
		28/11/1929	43886	CNR applied for approval of a plan showing proposed reconstruction of Laurier Avenue bridge. (1) The Canadian Inspection and Testing Company is authorized to make inquiry and report upon the condition of the bridge from the standpoint of stability and safety. (2) Apportionment of costs between Canadian National Rys. and Ottawa Electric Ry. to be reserved and dealt with later. (3) On filing the report, affected parties may make written submissions before such action as the Board may deem proper may be taken.
		24/06/1931	46900	Canadian National Rys. authorized to reconstruct that portion of the Laurier Avenue lying east of the Rideau Canal and the question of the distribution of cost be reserved for further consideration.
		06/04/1932	48398	1. Approves CNR plan for proposed repairs to Laurier Avenue Bridge; 2. Subject to company's undertaking, the (less than standard) clearance at the bridge is approved
		05/10/1933	50394	Whereas the three tracks are used exclusively by passenger equipment, Canadian National Rys. relieved from erecting and maintaining tell tales on three tracks under Laurier Avenue Bridge.
		30/12/1933	50672	1. Canadian National Rys. relieved of the requirement to install tell tales on three tracks under the Laurier Avenue bridge. 2. 50394 is rescinded.
		02/06/1943	63630	1. Approves Canadian National Rys. plans (C-11008/09/10/11/12/38, 11112/41); 2. Canadian National Rys. are authorized to reconstruct that portion of Laurier Avenue Bridge, Ottawa, east of Rideau Canal, in accordance with the plans approved; 3. The question of the allocation of costs of removing, rerouting and replacing the plant of Bell Telephone Company is reserved for future decision of the Board.
		19/06/1943	63686	Approves temporary clearances on CNR track under falsework of Laurier Avenue Bridge, Ottawa.
		04/02/1944	64461	1. Rescinds 63686; 2. Authorizes Canadian National Rys. to operate under bridge at Laurier Avenue, Ottawa.
78.3	MacKenzie King Bridge	25/04/1950	74349	Authorizes Federal District Commission to construct a bridge over the CNR immediately east of Rideau Canal, in Central Ottawa, midway between Sparks Street and Laurier Avenue, (MacKenzie King Bridge) also approving and authorizing clearances.
		23/04/1951	76469	Approves CNR plans showing clearances at MacKenzie King Bridge near Ottawa Union Station.
		22/03/1952	78554	Authorizes CNR to operate under the bridge east of Rideau Canal between Sparks Street and Laurier Avenue.



Mileage	Location	Date	Number	Notes
78.51	Ottawa CAR Station	10/05/1895	PC 1895-1350	<p>On 15 Apr 1895 the Ottawa Amprior &amp; Parry Sound Ry. renewed their application made in Dec 1892 for certain portions of the Rideau Canal reserve, along the east bank of the Canal in the City of Ottawa for the purpose of building a central terminal depot and constructing the approaches thereto, namely - the portion between Hurdman's Bridge Road and Sapper's Bridge, as shown on plan furnished with their application together with a portion, also shown on the said plan, lying to the west of Hurdman's Bridge Road over which the line would have to be brought.</p> <p>The scheme of bringing railway accommodation nearer to the business centre of the city is one which has been warmly advocated by the Corporation, which has entered into an agreement with this Company to pay them the sum of fifty thousand dollars towards the erection of a Central Union Passenger Depot, with approaches on the east bank of the Canal and has co-operated with them in seeking the Government concession of the use of the Canal land for that purpose, the Company states that the grant will expire during the present year, and that the work must be done at once, if at all.</p> <p>The Minister observes that it is not expedient to interfere with the existing disposition of the Canal property north of Theodore Street, he is unable to entertain the project of the Company in its entirety, that is, for the use of the reserve land up to Sapper's Bridge. The Company, however, are prepared to carry out the plans of a Central Union Station to be built on lands north of Theodore Street other than Government lands, provided the necessary approval can be obtained by the lease of the Canal reserve along the east bank up to Theodore Street.</p> <p>The Minister recommends that authority be given to the grant of a lease to the Company of part of the Canal Reserve on the East bank, extending from Hurdman's Bridge Road up to Theodore Street on the following main conditions:</p> <ol style="list-style-type: none"> <li>1. the rail level where the line strikes the head of the "Deep Cut" shall be about the level of the wharves at the Canal Basin, say four feet above the present navigation height.</li> <li>2. that should the Company, now or hereafter, require to utilize, wither for their own use or for the accommodation of other railway companies seeking admission the full width of the land so leased, or as much of it as may tend to endanger the adjacent properties, they shall grade the said land down to the level above indicated and shall construct a substantial masonry retaining wall along the east side thereof and shall place a fence at the top of such wall.</li> <li>3. that no engine houses or blacksmith's repair shops shall be erected on the said land, nor shall coal oil be stored thereon.</li> <li>4. that the Company shall, at their own cost, deal with all trespassers now occupying the said land and with all public or private rights which may be interfered with in connection with their proposed works, holding the Government harmless in respect of all claims which may arise out of the Company's occupation and use of the said land.</li> <li>5. that officers and servants of the Department of Railways and Canals shall, at all times have free access to the Canal Bank and waters, on and along the said property, and that the Department of Railways and Canals retains the right to use the same for the construction, maintenance, repairs or improvements of the Canal Works.</li> <li>6. that it is expressly understood that all Railway Companies, now or hereafter, desiring to avail themselves of the said property, and of the said Central Station, to which it is to be the approaches, shall be entitled to the use of the same on fair and reasonable terms and conditions to be determined, if necessary, by the Railway Committee of the Privy Council.</li> <li>7. that the said lease shall be granted for a term of 21 years, renewable for an additional 21 years on the same terms and conditions at the same rental.</li> <li>8. that the rental shall be fixed at \$200 per year payable in advance.</li> </ol> <p>The Minister further recommended that the OA&amp;PS be given the grant of a lease of a portion of the Reserve Land west of Hurdman's bridge Road shown on the annexed plan, such lease to be for a term of 21 years renewable for an additional 21 years, the rental to be fixed at \$20 per year.</p> <p>Nicholas Street would have to be diverted.</p> <p>PCO approved the proposed lease.</p> <p>The plan referred to is attached to the Order.</p>

Mileage	Location	Date	Number	Notes
78.51	Ottawa CAR Station	18/06/1895	PC 1895-1798	<p>For the purposes of the construction of the Ottawa Arnprior &amp; Parry Sound Ry. of a short line of railway to give connection with the proposed Central Depot in the City of Ottawa, a lease authorized by the Order in Council of 10 May 1895, has been granted to the Company of certain Rideau Canal reserve on the east side of that place.</p> <p>Two small portions of the said leased lands are embraced in lands held during Her Majesty's pleasure, in one case by Mr. Patrick O'Donnell and in the other case by Mr. Michael Keily, under a lease dated 21 April 1883. The leases are terminated forthwith and the Minister is empowered to notify Mr. O'Donnell and Mr. Keily accordingly to remove forthwith from the said premises all buildings and effects belonging to them.</p>
		13/07/1895	PC 1895-2167	<p>Order in Council of 10 May 1895 provided the basis for the OA&amp;PS to build a line to a Central Depot north of Theodore Street. OA&amp;PS now wishes to lease a portion of the Canal Reserve north of Theodore Street and between that point and the Canal Basin as shown on a plan.</p> <p>A number of leases and privileges have been granted during Her Majesty's pleasure on this land. The City of Ottawa, however, has laid a main sewer under the bed of the Canal and across a portion of this land. A water main and a gas main have also been laid under the bed of the Canal and across the said land. Part of the land is also comprised in a claim of the Sparks Estate.</p> <p>In view of the benefits to the City the Minister recommended that the land be leased to the OA&amp;PS on similar conditions to the lease for the land south of Theodore Street. The rental was fixed at \$750 per year with provision to protect the Government in the event of a decision in the Sparks Estate case. All existing leases be cancelled and the lessees be required to vacate the premises and remove all buildings and materials therefrom except the leases and privileges enjoyed by the City of Ottawa in respect of the main sewer, main water pipe and gas main.</p>
		13/07/1895	PC 1895-1823	<p>Two leases were prepared with the OA&amp;PS subsequent to the Order in Council of 10 May 1895 which incorporated several detailed changes to the conditions set out in the Order in Council. These were sent to the Secretary of State without the modifications having been approved by Council and the leases were signed and given under the great seal of Canada. The leases, as modified, were approved.</p> <p>Main modification is that the OA&amp;PS will complete the approaches to a Depot on the north side of Theodore Street from their main line of railway on or before 1 Jul 1896</p>
		08/08/1895	PC 1895-2445	<p>Amends lease to OA&amp;PS of lands to the north of Theodore Street, approved by Order in Council of 13 Jul 1895, by substituting the amount of rental to be paid the sum of \$400 dollars per annum instead of the sum of \$700 per annum.</p>
		07/01/1896	PC 1896-74	<p>Treasury Board recommendation to enter into a lease with the OA&amp;PS to cover the land north of Theodore Street for the approaches to and for the construction of Central Passenger Station near Sapper's Bridge. This lease is essentially similar to subsequent lease of 27 Feb 1896. However, only two years to build the station and OA&amp;PS is required to build a new store for the Militia department.</p>
		10/01/1896	PC 1896-104	<p>Follow up from treasury Board decision as set forth in order in council of 7 January 1896. Inasmuch as the summer season was over when the proposals were first sent in, and it is impossible to work at present, the time for building the depot on the site adjacent to Sappers Bridge, be extended from two years to three years.</p> <p>As regards the Militia Store-house the company are to have land provided them by the Government on the west side of the canal on which to build the store-house and if the present store-house is vacated before the new one is built the Company are to pay the rent of the temporary premises occupied. If it should be decided that the Company are to build the store-housse, then they shall contribute a specific sum, not to exceed \$8,000 and any cost in addition thereto is to be borne by the Government, and on the other hand, if the government decide to build the store-house, the company are to contribute thereto the sum of \$8,000.</p>

Mileage	Location	Date	Number	Notes
78.51	Ottawa CAR Station	13/01/1896	PC 1896-110	<p>Order in council of 7 January 1896 be further amended as follows:</p> <p>As regards the provisions requiring the company to improve and enlarge the existing basin on the west side of the canal, so as to have increased space for loading vessels, and in addition thereto, to provide accommodation for loading vessels on both sides of the canal south of the said basin, such provisions be amended so as to provide that the Company shall, in addition to enlarging and improving the existing basin on the west side of the canal, provide accommodation for loading vessels on the west side of the canal south of the said basin and north of Maria Street; all such enlargements and improvements and accommodation to be subject to the approval of the Minister of Railways and Canals.</p> <p>That the provision that the permanent depot shall be of such size, design and material, as will make it a worthy architectural feature of the City, be amended to read as follows:- "That the said permanent depot and any buildings to be erected in said premises shall be of such size, design and material as will make them worthy architectural features of the city and shall be subject to the approval of the Minister of Railways and Canals".</p> <p>The following provisions shall be struck out:- "That all buildings, erections, constructions, enlargements, improvements, or accommodation to be built, erected, made, or provided by the lessees, shall be subject to the approval of the Railway Committee of the Privy Council."</p>

Mileage	Location	Date	Number	Notes
78.51	Ottawa CAR Station	27/02/1896	PC 1896-753	<p>Approves a further lease to the OA&amp;PS of the remaining portion of the Canal Reserve on the east side of the Rideau Canal up to Sapper's Bridge with the Basin itself and Canal Reserve adjacent thereto and also the strip of land from the Basin to Rideau Street, the said strip being required for the construction of a roadway for the accommodation of heavy freight traffic to and from the proposed depot - all of which land and land covered by water is more fully described (by metes and bounds).</p> <p>Contains protection against an adverse decision in the case with the Sparks Estate.</p> <ol style="list-style-type: none"> <li>1. Annual rental to be \$500 for 21 years;</li> <li>2. Shall not assign or transfer the lease without consent of the Minister;</li> <li>3. The main line approaches to be completed by 1 July 1896;</li> <li>4. The rail level of the approaches shall be about the same as the level of the wharves of the Canal Basin, about 4 feet above the present navigation height of water on the Canal;</li> <li>5. Lessees shall not erect any engine houses or blacksmiths or repairing shops and shall not store coal oil except in the way of the ordinary handling of the same in transit.</li> <li>6. Lessee shall, at their own cost deal with all lessees and trespassers;</li> <li>7. Government, workmen etc. shall have free access to the Canal or any land not occupied by buildings;</li> <li>8. Lessee shall not fill up any part of the Canal Basin but are permitted to build piers and trestle bents and drive piles in the Canal basin to effect such superstructures for the purpose of crossing the Basin by the railway for the approaches to the Central Station but not so as to prevent the free flow of water in the Basin.</li> <li>9. Lessee shall, at their own cost, enlarge and improve the existing Basin on the west side of the Canal so as to provide increased space for the accommodation of the loading of vessels on the west side of the Canal, south of the Basin and north of Maria Street;</li> <li>10. The Central Union depot will be constructed on the site adjacent to Sappers Bridge, to be finished within three years.</li> <li>11. Lessee will, until the Central Union Passenger Station is completed, furnish sufficient accommodation for railway traffic by means of a Union Passenger Depot either on land adjacent to the aforesaid site or on land to the north of Theodore Street already leased to the Company;</li> <li>12. The permanent depot and any buildings to be erected on the premises shall be of such size, design and material as will make them worthy architectural features of the City and shall be subject to approval of the Minister;</li> <li>13. Lessee shall pay \$10,000 to the Government of Canada in compensation for the stone building now standing on the premises at present occupied by a storehouse by the Department of Militia;</li> <li>14. If it be decided that in lieu of paying \$10,000, the lessee build a new storehouse for the Government on the west side of the Canal upon land to be provided by the Government, the lessee shall, within one year and a half, build and erect a building of similar material and of the same class of workmanship also of the same floor space, ( as to area and number), and also with similar doors and windows of the same height of walls as forms the present stone building now used as a military storehouse;</li> <li>15. Government may be permitted to retain possession of the present Militia Stores until possession is required by the lessee on one month's notice. Should the government be required to vacate before the completion of the new storehouse the lessee shall pay towards the rent of any building which may be occupied by the government the sum of \$500 per annum until the new storehouse is ready;</li> <li>16. Lessee will not construct any building within 16 feet from the water's edge;</li> <li>17. Lessee shall permit any Railway Company wishing to avail itself of the said lands as an approach to the said station to use the said station and lands upon reasonable terms and conditions, determined, if necessary by the Railway Committee of the Privy Council;</li> <li>18. If the rent is in arrears government may enter and reclaim etc.;</li> <li>19. If there is a need to reclaim the land for public purposes this may be done on giving 18 months notice, lessee may take down and remove all buildings and erections etc.;</li> <li>20. Government may, after having given 18 months notice, take over the buildings - provision for arbitration;</li> <li>21. Lease may be renewed for a further period of 21 years at the same yearly rental. At the end of the second period the lease may be renewed for 99 years at a rent to be determined by the Governor in Council.</li> </ol>

Mileage	Location	Date	Number	Notes
78.51	Ottawa CAR Station	27/09/1897	PCRC	O&NY granted permission to lay a track from a junction with the M&O into certain terminal freight properties just east of the Canal Basin.
		11/06/1898	PCRC	Approves interim agreement between the OA&PS, CPR and Ottawa & New York Ry. setting out the terms of use by CPR and Ottawa & New York Ry. of Central Station.
		09/09/1898	PCRC	Interim order concerning the use of Central Station by the CPR and Ottawa & New York Ry.. Ottawa & New York Ry. shall pay, pending further determination of the question, in advance, monthly the sum of \$250 to be treated as rental to be readjusted when the matter of rental is settled and at the end of each month will pay a proportion of the maintenance expenses.
		10/02/1899	PC 1898-2470	OA&PS to be allowed to fill in the Canal Basin on the east side of the Canal.
		03/08/1901	PCRC	Approves application by Canada Atlantic Ry. for proposed sidings at the Canal Basin, Ottawa which will cross Wilbrod, Court and St. James Streets upon following terms: (1) CAR shall, at its own cost, construct and thereafter maintain at James (or (St. James) Street a close joint cedar timber retaining wall, and erect a fence thereon, the said wall and fence to begin at the junction of the Southerly boundary of James Street aforesaid with the Canal Reserve; thence running Northerly across said street, and are to be constructed to the satisfaction of the Government Chief Engineer of Railways and Canals. (2) Any excavation which has been made upon the said James Street to the East, or beyod the proposed retaining wall, is to be filled up and the Street left in a proper condition. (3) Wilbrod and Court Streets are to be closed when proper steps are taken by the City of Ottawa for the closing of same. Said streets to be closed, at a point shown on the said plan. (4) So soon as the Government Chief Engineer of Railways and Canals deems it necessary that the sewers and water mains under Wilbrod and Court Streets and the Ordnance Lands in the occupation of the Company East of the Canal, now under lease from the Crown to the Company, should be be lowered and relaid, the Company shall permit the lowering and relaying of the same and pay the costs thereof.
	Ottawa Union	20/03/1906	1072	GTR authorized to take land for providing additional station yard room and other purposes in the City of Ottawa. Commencing at the southerly boundary of St. Paul Street, now called Besserer Street, where it is intersected by the westerly boundary of Little Sussex Street, thence southerly along said boundary of Little Sussex Street 90 feet; thence westerly at right angles thereto 20 feet to the land taken by the Ordnance for the use of the Canal; thence northerly along the easterly boundary of said Ordnance land 106 feet to the southerly side of St. Paul Street thence easterly along the southerly side of said street 77 feet to place of beginning.
		14/01/1907	PC 1906-2648	Agreement with CAR under which the company is occupying certain reserve lands and paying \$80,000 to settle the claim from the Estate of Nicholas Sparks. Company is relieved of obligation under earlier agreements to complete a Union Station within time stipulated because the Militia occpoeed the stores until 1902 and because of the uncertainty with the suit on the Nicholas Sparks estate. Company is relieved of obligation to pay \$10,000 under clause 21 of lease number 4. The Canal basin on the west side shall be used as an ornamental park. Company agrees to submit plans for the construction of a Central Passenger station within six months.
		26/09/1907	PC 1907-2073	Approves GTR plans for Central Passenger Station subject to proper provision being made for through double tracks along the east side of the Rideau Canal, the details of which, in the event of any dispute arising, shall be decided by the Chief Engineer of the Department of Railways and Canals.
		16/12/1907	PC 1907-2800	Approves specifications for Central Passenger Station. Attached to this is a very detailed set of specifications covering materials and all aspects of the work.
		09/06/1908	PC 1908-1361	Approves revised plans and specifications for Union Station and Hotel which have been approved by a special committee of the City Council. Attached is an extremely detailed set of specifications for all phases of the work.

Mileage	Location	Date	Number	Notes
78.51	Ottawa Union	06/07/1909	7475	Ottawa Terminals Railway Co. authorized to take land without the consent of the owners for the convenient accommodation of the public and the traffic arriving at and departing from the Central Union passenger Station, Ottawa. Sets out in detail the land to be taken.
		30/12/1910	PC 1910-2648	Approves plan submitted by the GTR as successor to CAR showing the proposed platforms and train shed and in connection with the new station in the City of Ottawa.
		07/03/1911	13186	Approves GTR plans for proposed platform and train shed for Central Union Passenger Station at Ottawa.
		28/03/1911	13323	Approves GTR plans for proposed train sheds for Central Union Passenger Station at Ottawa. Rescinds 13186.
		01/05/1911	PC 1911-935	Refers to the work being carried out in connection with the desired communication between the new Central Station and the new hotel, Chateau Laurier, in the neighbourhood of the Dufferin and Sappers bridges and in order to improve existing accommodations for the tracks of the Hull Electric Railway, for which purposes leases of Government land are required. (1) Authority is granted to lease to the Ottawa Terminals Railway Company of four parcels of land, the last named being for a passenger sub-way between the hotel and the Central Station, such lease to be for a term of 99 years at a rental of one dollar per annum. (2) Authority is granted to the Ottawa Northern and Western Railway land to be used for a readjustment of the tracks of the Electric Railway and the necessary platforms etc., the said lease being for a term of 99 years at an annual rental of one dollar. - The lease, "during pleasure", dated 9 July 1901 granted to the Pontiac and Pacific Junction Railway and the Ottawa Northern and Western Railway, being a parcel of land between Dufferin and Sappers Bridges, with the right to use such land for the purpose of erecting platforms and steps: This lease is cancelled. - The lease, dated 28 August 1899, to the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway of a certain strip of land extending northwardly from a point at or near Sappers Bridge, so called, to Nepean Point, which lease, granted by letters patent under the Great Seal is for a term of 21 years, from 1 September 1899 for a term of 21 years each forever. Inasmuch as the small area of 262 square feet embraced in the areas to be leased the the Ottawa Terminals Railway, as above mentioned and indicated as parcel 2 is comprised within the area leased to the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway under said lease of 28 August 1898, it becomes necessary to cancel the said lease in so far only as it affects the area, parcel 2, in question. To such cancellation consent has duly been given, but must be formally expressed by endorsement on the said lease, or otherwise, as may be deemed expedient.
		25/04/1912	PC 1912-984	Approves the entry into of an agreement with the Canada Atlantic Ry. relating to four leases granted to the Ottawa, Arnprior and Parry Sound Railway on 6 June 1895 (two), 31 July 1985 and 2 March 1896. Certain errors were found to exist in the plans and, in correcting these, a new agreement has been drawn up confirming the land descriptions. An 11 page agreement is attached - the parcels of land are described by metes and bounds. Relates to the estate of Nicholas Sparks. This also corrected errors in the descriptions of the lands concerned.
		11/06/1917	26204	Approves plan showing additional shelter or train shed to be erected over southerly tracks at GTR Central Station.
		19/02/1918	27002	Approves plan showing proposed rearrangements to the GTR yard at Central Depot, Ottawa. Work to be commenced not later than 1 May 1918 and completed by 15 Sept 1918.
	Swift Canadian siding	24/08/1920	30041	GTR authorized to construct, within 3 months, an extension to the siding serving Swift Canadian Co. commencing at a point on lot "c" in St. Georges ward, thence extending northwesterly on part of lots 1 & 2 in St. Georges ward and along the easterly limit of Mosgrove Street to a point approximately 50' south of Besserer Street.
		16/12/1920	30454	Time for completion of extension to Swift Canadian siding extended to 31 May 1921.
		20/07/1921	31277	Time extension for completing siding for Swift Canadian until 31 Dec 1921.

Mileage	Location	Date	Number	Notes
78.51	Ottawa Union	22/10/1921	PC 1921-3915	The Crown holds a lease for the Board of Railway Commissioners from the Ottawa Terminals Railway Company for premises in the Ottawa Central Station. 2nd, 3rd and 4th floors, 23,761 sq. feet, for five years from 1 October 1916 expiring 31 October 1921 at an annual rental of \$19,500. Rental is to be paid to the GTR. After negotiations GTR has offered to renew the lease for a period of five years from 1 November 1921 at an annual rental of \$21,000, this to include taxes, water rates, elevator services and heating and also the record room in the basement of the building and the vault within the same having a floor area of 2200 sq. feet. Authority granted to renew this lease.
	Swift Canadian siding	16/03/1922	32223	Time extension for completion of Swift Canadian siding extension to 30 Jun 1922.
	Ottawa Union	05/06/1930	PC 1930-1249	Approves CNR conveyance of strip of land to the City of Ottawa for the widening of Besserer Street.
		22/11/1930	PC 1930-2706	Approves the expropriation by CNR of land in the Nicholas Street, Rideau Canal area for the beautification of the City of Ottawa.
		10/04/1931	PC 1931-846	Rescinds PC 1930-2706 and deeds the land in question to the Department of Transport.
		31/08/1931	PC 1931-980	Approves conveyance to CN of dead end of Waller Street between Nicholas and the Ordnance Reserve on the east side of the Rideau Canal, 0.23 acres, in order that it may be used by the railway company by whom the land on either side of the said parcel has been purchased in connection with the carrying out of improvements.
		31/08/1931	PC 1931-980	Approves the transfer of part of the land referred to in PC 1931-846 by letters patent to CNR.
		16/08/1934	PC 1934-1794	The best site for the Ottawa Postal Terminal building is on CN property facing Besserer Street. This parcel of land is assessed at \$1.25 per square foot. CN, in addition to the conveyance of the land, are prepared to grant to DPW an easement for the passage of mail trucks to and from the station. The DPW will grant to the railway an easement 20 feet in width and in addition shall grant to the railway an easement over the land immediately south of the building for access to sidings. Approves the purchase of the property from CN.
		08/08/1935	PC 1935-2379	DPW is erecting a Postal terminal Building in close proximity to the power plant of the CN in Ottawa and it is considered that it will be cheaper to purchase steam from CN for the use of this building, taking into consideration the extra excavation, concrete work, chimney, equipment, cost of fuel, firing and engineering staff. CN have offered to supply steam from this building from 1 September 1936. Approves the entry into of an agreement with CN to supply steam at an approximate annual cost of \$8,000 per annum.
		14/08/1936	PC 1936-2025	Authority to pay CN \$3,293.63 in connection with removal of sidings for Post Office building.
		24/12/1937	PC 1937-3182	Treasury Board minute 106/3182. Authorizes the Post Office to make payment of the sum of \$10.16 to CN to cover the cost of replacement of a pane of re-inforced glass in the concourse of Union Station, Ottawa, which was accidentally damaged when a box fell off one of the station trucks driven by Mail Porter B.B. Davis, on 29 May 1937.
		22/12/1938	PC 1937-3206	Authorizes the Minister of Transport to pay to CNR \$1,550 as a contribution towards the cost of a fence on the westerly side of Nicholas Street from Somerset Street East to Mann Avenue. Subject to the proviso that all persons employed in the execution of the works, while so employed, shall be paid fair wages and that the working hours of such persons shall not exceed eight hours, per day nor forty-four hours per week.
		23/02/1939	PC 1939-398	Treasury Board minute 61/398. Authorizes Post Office to make payment of \$26.99 to CN to cover the cost of replacement of two windows in the Concourse gate of the Union Station, Ottawa, which were broken by the handle of a truck which had become detached from a fleet of trucks engaged on 23rd December 1938.
		28/11/1939	PC 1939-3854	Treasury Board minute 53/3854. Authorizes Post Office to make payment of \$10.96 to CN to cover the cost of replacing a panel of reinforced glass in one of the concourse gates at the Union Station, Ottawa which was broken by Transfer Agent J.L.D. Corrigan on 4 September, 1939.

Mileage	Location	Date	Number	Notes
78.51	Ottawa Union	21/10/1947	PC 1947-4241	<p>Approves lease of space in Ottawa Union station. DPW currently rents space on the 2nd, 3rd, 4th floors and basement, 26,377 sq. feet at an annual rental of \$21,356.00 and 1,745 sq. feet on the first floor at an annual rental of \$1,493. BTC has requested improved lighting and other alterations. Lessors have requested, in view of the increase in the cost of heating and upkeep generally since 1921, when the above leases were executed, that a new lease be entered into for 28,122 sq. feet at an annual rental of \$34,169.00 for five years from 1 August 1947.</p> <p>Lessors are to:</p> <ol style="list-style-type: none"> <li>(1) provide electrical moulding and outlets; repair and cover existing wall and column outlets; and tint new work.</li> <li>(2) renew certain existing wiring within the building proper to permit the installation of improved lighting fixtures.</li> <li>(3) endeavour to cover the floors occupied by the Department with linoleum as the supply gets more plentiful, but shall not be required to lay in excess of 400 square yards per annum.</li> </ol> <p>The lessee is to:</p> <ol style="list-style-type: none"> <li>(1) Provide and pay for the necessary fluorescent fixtures, and install same on the understanding that they may be removed on the termination of the lease. The estimated cost of this work is \$6,180.34.</li> <li>(2) Assume the caretaking of the premises, the cost of electrical energy consumed, and the matter if changing over of certain ventilating fans from 25 to 60 cycles.</li> </ol>
		22/06/1961	PC 1961-888	Treasury Board minute No. 31/888. Authorizes DPW to purchase 28,000 sq. feet of land fronting on Besserer Street from CN.
78.515	Sappers Bridge	19/02/1901	PC 1901-313	Approves plans and profiles of proposed undercrossing by PPJ and O&GV of Dufferin Bridge on Wellington Street and Sappers Bridge on Sparks Street in the City of Ottawa.
		01/06/1910	PC 1910-1057	Authorizes the grant of a lease to the CAR of a small area of the Rideau Canal Reserve, 760 square feet, on the north side of the Canal; the property being required in connection with the new station that the Company is building. The rental to be fixed at \$5 per year. The lease held by the Canadian Express Company for the same area is cancelled.
		15/09/1938	56413	Approves application by Dept. of Public Works for authority to widen the existing bridge structure across tracks of CPR and CNR at Connaught Place, Ottawa. Authorizes clearances under span "A".
		25/01/1939	57000	Authorizes CNR to operate under bridge on Connaught Place, Ottawa authorized by 56413.
78.52	Chateau Laurier Hotel	26/09/1907	PC 1907-2105	Approves sale of land for GTR hotel Majors Hill Park, the plans for the hotel to be approved by the Governor in Council. The grant for the transfer is to be \$100,000. The Department of Public Works will define by stakes the land to be used and the Company or contractors will erect a fence on the line so indicated. No materials will be piled on the grounds of the park outside the enclosure fence. Stone cutting and preparation of all materials will be done away altogether from Major's Hill Park. No carting or driving upon any of the walks or grass plots. none of the trees in the park to be used for guying or any other purpose. Should any trees be in the way of the construction they are not to be cut down but they are to be carefully uprooted and planted in another part of the park. Care must be taken not to injure in any way any part of the park situate outside the enclosure. Any damage done to the grass plots, to the trees or to the walks to be restored to the condition it was in before the construction started. The hotel shall be constructed within two years from the date of the grant.
		04/12/1907	PC 1907-2692	The order in council approved on 26 September 1907 in connection with the proposed construction of a hotel in Majors Hill Park by the Grand Trunk Railway will require an act of parliament because the land involved is ordnance land. Approves the submission during the present session of a bill that will sanction the sale of the land. concerned.
		29/05/1909	PC 1909-749	The contract relating to the hotel site on Major's Hill Park to be transferred to Ottawa Terminals Railway instead of Grand Trunk.



Mileage	Location	Date	Number	Notes
78.52	Chateau Laurier Hotel	02/12/1909	8769	CAR authorized to construct a branch line from its track south of Sapper's Bridge thence northerly under Sappers Bridge, crossing along and upon the right of way lands used by the Ottawa, Northern & Western Railway (CPR) and the Hull Electric Railway and crossing the track of the ON&W to and into the site of the Hotel 'Chateau Laurier' now being erected in Major's Hill Park. (a) Flagman or flagmen to be appointed by HER to be stationed at the crossing of the branch and HER and to be on duty day and night. No switching over crossing by CAR except on signal of the flagman. (b) CAR, CPR and HER to agree upon times that shunting across crossing may be done with least inconvenience to HER. HER may apply to Board to amend order if not satisfied. (c) CAR may shift the location of the spur at any time it may desire for the purpose of carrying out the construction of the hotel. Any dispute with HER may be settled by Chief Engineer of the Board whose decision is final.(d) If parties cannot agree on compensation this may be fixed by the Board.
		25/01/1910	9390	8769 amended by striking out clause (a) and inserting (a) a flagman appointed by the Electric Company, at the expense of CAR, to be stationed at the crossing where the said branch line crossed the tracks of the HER, and to be on duty during the night and during the day when the CAR is using the spur and has notified the HER accordingly. No switching over the crossing to be done by the CAR except upon the signal of the flagman.
		28/06/1911	14093	Approves Ottawa Terminal Railway plan showing terrace or covering over the tracks of the CPR and Hull Electric railways, immediately adjacent to the Hotel Chateau Laurier. OTR to submit to CPR plans showing make up of girders spanning CPR tracks and details of reinforced concrete floor.
		26/07/1911	PC 1911-1116	Lease of land in Majors Hill Park for entrance to park from Chateau Laurier.
		01/09/1911	14663	Approves plans showing make up and detail of reinforced concrete floor for the terrace over the CPR and Hull Electric Railway on the west side of the Chateau Laurier Hotel.
		29/09/1911	PC 1911-2149	Authorizes the grant of a lease of land to the Grand Trunk Railway, "during pleasure" of the privilege of laying a tile pipe across the Rideau Canal reserve land and under the tracks of the Canadian Pacific Railway in connection with the lease of a certain strip of land between the Chateau Laurier and Dufferin Bridge, such tile pipe to be laid for the purposes of allowing surface water to flow into the Canal. Rental to be a nominal sum of \$1 per annum. The pipe is to be used only for the discharge of surface water from rain etc. and that any accumulation of clay, gravel and other debris that may form on the bottom of the canal underneath the outlet pipe as the result of drainage into the canal, shall be removed by the Company, at their expense, every year, as soon as the water let out of the canal.
		12/02/1912	PC 1912-315	Authority to lay a pipe under the Rideau Canal, Chateau Laurier and Dufferin Bridge.
		04/07/1912	PC 1912-1890	Approves release to the Ottawa Improvement Commission of the balance (\$33,225.00) of the \$100,000 received from the GTR for Majors Hill Park site.
		23/01/1930	PC 1930-124	Approves transfer of \$1,475,000 out of the railway budget for 1929 for capital expenditures on the Chateau Laurier extension.
		12/03/1930	PC 1930-524	Authorizes CNR to construct service tunnel under MacKenzie Avenue and steps at the Chateau Laurier Hotel.
		07/03/1946	PC 1946-784	Approves the grant of a lease to CP at a rental of \$10.00 per annum of (1) a parcel of Rideau Canal reserve land, 1.4 acres, southwards from St. Patrick Street. (2) the right to erect, maintain and use on said land and the adjacent Canal reserve land and southerly thereof, scaffolds or structures for the purpose of repairing the whole of the railway embankment wall from the terrace at the Chateau Laurier to the railway bridge over the wet end of St. Patrick Street. (3) the right to use a right of way across adjacent Canal reserve land to be designated by the Superintending Engineer of the Rideau Canal. There is a full description of the land and schedule A gives details of temporary buildings, equipment and materials to be used.
		30/05/1950	PC 1950-2682	Approves the renewal of lease of accommodation in the Chateau Laurier hotel for the Canadian Broadcasting Corporation.

<b>Mileage</b>	<b>Location</b>	<b>Date</b>	<b>Number</b>	<b>Notes</b>
78.52	Chateau Laurier Hotel	23/06/1955	PC 1955-911	Treasury Board minute 11/911 authorizing the Cabadian Broadcasting Corporation to renew a lease with CN for the use of studio and office space in the Chateau Laurier Hotel, including cleaning and janitor services, for a term of five years commencing 1 April 1955 at an annual rental rate of \$10,426.50.
		07/08/1958	PC 1958-1115	Approves surrender by CPR to the crown of certain Rideau Canal reserve lands (457 sq. feet) on the approach to the Interprovincial Bridge near MacKenzie and Rideau. This was the lands formerly used by the Hull Electric Ry.
		11/09/1958	95522	Authorizes CNR to reconstruct the terrace over the track of the CPR at the Chateau Laurier Hotel, Ottawa.
		30/03/1960	100856	CPR authorized to operate its trains under the terrace of the Chateau Laurier Hotel which was authorized by 95522 of 11 September 1958.
		30/01/1964	PC 1964-121	Treasury Board minute 7/121 approves NCC sale of land in Majors Hill Park (.5 acres) to CN and to pay to CN \$1,600,000 for 7 parcels of land, 38.33 acres situated between Rideau Street and the Rideau River.
		23/08/1984	PC 1984-2965	Authorizes the sale of land in the northwest corner of the junction of Rideau Street and Sussex Drive to CNR in exchange for a parcel of waterfront land situated on Riverside Drive in Windsor. This was modified by PC 1985-96 of 17 Jan 1985 to substitute "northwest" for "northeast".
		04/02/1988	PC 1988-233	Approves the conclusion of a purchase agreement between CN and CP dated 18 Jan 1988 which provides for the sale of CN's hotel undertaking.
		17/10/1988	PC 1988-2442	Treasury Board minute 8/2442. Authority for the NCC to enter into a series of real estate transactions with Canadian Pacific Hotels which will facilitate the undertaking of the Confederation Boulevard Project and the Chateau Laurier Terrace Project.