

# Chaudiere - by Mileage

Mileage	Location	Date	Number	Notes
0.1	Butterworth Coal siding	26/05/1913	19415	GTR authorized to construct a branch line or siding and spur commencing on its Chaudiere Branch west of Division Street, and extending westerly crossing Rochester Street and Mark Street (unopened) into the premises of J.G. Butterworth in Block 183, Ottawa. The crossing of Rochester Street to be protected by a watchman who will flag all movements of locomotives and cars over the crossing. Branch line and spur to be constructed within 3 months.
	Preston Street	02/07/1932	48814	Cattle guard exemption.
		28/03/1939	57193	Approves clearances of CNR siding, leading off the Chaudiere Branch, where same crosses under the trolley wires of the OER and the Preston Street Bridge, Ottawa.
0.25	Department of National Defence	27/08/1942	62595	Authorizes CNR to construct a siding to serve Department of National Defence across Gladstone Avenue and along Champagne Avenue, Ottawa. Verify location.
0.27	Gladstone Avenue	16/03/1925	36193	<ol style="list-style-type: none"> <li>1. City of Ottawa is authorized to construct a crossing across the tracks of CPR and CNR and connecting Pine Street and Olive Streets;</li> <li>2. Crossing over the CPR should be protected by an automatic bell and wigwag;</li> <li>3. 25% of the cost of installation be paid out of "The Railway Grade Crossing Fund", the remainder of the cost of installation as well as the cost of maintenance to be borne by the City.</li> <li>4. Pending the installation of the bell and wigwag the CPR crossing shall be protected by a watchman, at the expense of the City.</li> <li>5. The cost of constructing and maintaining the crossing over the CPR shall be paid by the applicant, the question of cost apportionment of the cost of construction and maintenance of the CNR crossing is reserved.</li> </ol> CPR tracks are the old Ottawa and Prescott branch and do not carry passenger trains. CNR tracks serve Booth and Eddy mills.
		25/01/1932	48017	Following accident on 26 Dec 1931, CNR to stop all northbound trains before passing over Gladstone Avenue and to maintain a speed limit of 10 mph for southbound trains.
		02/07/1932	48814	Cattle guard exemption.
		21/02/1940	58703	Declares CNR crossing of Gladstone Avenue protected to the Board's satisfaction. All northbound trains required to stop immediately before passing over crossing and all such movements to be flagged over the crossing. All southbound movements limited to 10 mph.
		24/02/1944	64520	Declares CNR crossing of Gladstone Avenue protected to Board's satisfaction, all northbound trains to stop before passing over crossing, all such movements to be flagged over crossing; and all southbound movements to be limited to a rate of speed not exceeding ten mph. This followed an accident on January 22, 1944.
		05/12/1950	75672	CNR shall stop all northbound trains immediately before passing over said crossing, all movements to be flagged; all southbound movements to be limited to 10 mph. Follows accident on 20 Nov 1950. Gladstone Avenue is m. 0.29 Ottawa Terminal sub. Chaudiere Branch.
		23/02/1960	100565	<ol style="list-style-type: none"> <li>(1) CNR shall stop all northbound trains and all such movements to be flagged over crossing. Southbound movements to be flagged by a member of the train crew;</li> <li>(2) rescinds 48017, 58703, 64520 and 75672.</li> </ol>
0.4	Argue, McColl Coal Spur	20/09/1907	3612	GTR authorized to construct a branch from a point on the railway at Second Avenue, thence northerly upon and along Second Avenue and across Elm Street to the premises of Argue, McColl & Son west of First Avenue. Line to be completed within two years of the date of the order.

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0.59	Somerset Street	13/03/1907	3684	Authorizes the enlargement of the Somerset Street bridge over the CPR and the CAR with the costs to be borne jointly by the OER and the City of Ottawa. This was done by building a second bridge alongside and to the south of the original one built in 1896. NB. The number and date have been verified correct.		
		24/03/1908	4511	GTR given authority to construct tracks adjoining the Chaudiere Junction Branch in the vicinity of Somerset Street and south of Richmond Street, Ottawa and the connection thereof with the tracks of the CPR (St. Lawrence & Ottawa) at the points shown on plan filed under case No. 2911.		
		02/06/1908	4921	3684 amended to require the OER to complete the work within 6 months of the date of this order (i.e. from 13 Mar 1907) and that the OER be allowed to apply to the Board for an extension of this time if good reason exists.		
		04/01/1911	12684	CAR authorized to operate its cars and trains on the tracks of the CPR a distance of 3'3" from the corner of the abutment of the Somerset Street Bridge for a period of 10 days, CPR to move the tracks 6" farther out from the abutment of the bridge within 10 days and after the expiration of the ten days and for a period of 6 months the CAR may operate its cars and trains on the tracks shown in red on the plan filed.		
		08/06/1927	Judgement	OER applied for leave to appeal to the Supreme Court the apportionment of costs for the rebuilding of the Somerset Street bridge as set out in 40417. Counsel for the appellant, the City of Ottawa and the two railways will frame questions and present these to the Board for approval. Verify date.		
		12/07/1927	39333	Dismisses application by City of Ottawa for an order requiring the demolition and removal of the Somerset Street Viaduct.		
		13/09/1927	39561	City of Ottawa applied for an order directing construction of Somerset Street Bridge. Thomas L. Simmons, Chief Engineer appointed to inquire into the condition of the bridge from the standpoint of stability and safety.		
		05/03/1928	40417	(1) City of Ottawa is authorized to reconstruct the bridge carrying Somerset Street and the tracks of the OER over the tracks of the CNR and the CPR in accordance with the plans filed; (2) The bridge shall be 58 feet wide; (3) City of Ottawa bear the cost of construction of the sidewalks and the paving of the roadway, the remainder of the cost to be paid 60% by the OER and 40% by the City of Ottawa; the cost of maintaining the bridge, with the exception of the wearing surface which shall be maintained by the City, shall be paid by the OER.		
		05/08/1928	44462	Time extension for OER to appeal 40417 to the Supreme Court until 8 May 1928.		
		17/12/1929	44058	Sets out in detail the facts that the parties agree to. See separate file. Grants OER leave to appeal on following questions: (1) has the OER any obligations under the agreements with the steam railways to indemnify the steam railways with reference to liabilities as to contribution towards the cost of construction of the bridge? (2) If the answer to no 1 is "yes" does the obligation extend to the whole or part only of such cost that may be occasioned by the increased volume and the variation in character of traffic since the dates of the agreements? (3) If the obligation extends to only part of the costs, then to which parts? (4) If the OER has any obligation under the agreements to indemnify the steam railways with respect to maintenance what is the extent of that obligation?		
		0.76	Wellington Street	21/05/1901	PCRC	Approves additional protection and limits shunting. Verify details.
				23/06/1908	5397	CPR ordered to file by 1 Dec 1908, with the Board, a plan for the Richmond Road Viaduct. City of Ottawa ordered to file by same time specifications for the approaches, pavement, street pavements and sidewalks. After approval CPR to build the bridge from abutment to abutment and Ottawa to construct the approaches and build the retaining walls, pave the approaches and lay the street pavement and sidewalk. Payment to be 23/36 by railway, 9/36 by Ottawa and 4/36 by County of Carleton. Work to be completed by 1 Jul 1909. CAR also a party.
				03/01/1911	12678	Following complaint by City of Ottawa, GTR ordered to remove within 48 hours, its tracks at the east end of the Richmond Road Viaduct. GTR liable to a penalty of \$100 per day for every day it shall be in default of this order.

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0.76	Wellington Street	26/09/1922	32937	(1) CPR to keep the steelwork on the viaduct properly painted so as to guard against damage by the weather or by corrosion; (2) CPR to renew the flooring and maintain it with 4" BC No. 1 fir creosoted planking; (3) CPR to maintain structure from abutment to abutment inclusive; (4) Cost of work under (1) and (3) to be shared between CPR and GTR and Board will settle any dispute; (5) On the flooring which the CPR is directed to renew the City of Ottawa will place a 1" sand cushion and 4" blocks for running surface. City to maintain, at its own expense, the running surface, sidewalk and railing; (6) Approaches to be maintained by the City at its own expense.
		19/10/1922	33005	Amends 32937 by adding "2" after "1" in paragraph 4.
0.761	Campbell siding	01/09/1908	5257	CAR authorized to construct a spur from a point on the CAR at Richmond Road, in the City of Ottawa, thence north easterly across parts of lots 38 and 39 conc. A twp. of Nepean, now in the City of Ottawa to the premises of W.J. Campbell and marked "proposed siding No. 2" on plan, profile and book of reference. This is subject to the requirement that the railway rearrange the branch or siding when the Richmond Road Viaduct is constructed as directed by 5397 dated 23 June 1908.
1.12	Broad Street	27/07/1891	PCRC	Approves the application by the Ottawa Electric Street Ry. for permission to cross the Canada Atlantic Ry. at Broad Street as set out in an agreement between the two companies.
		25/11/1891	PCRC	Following a collision between a car of the OESR and some cars that were being shunted by the CAR at the Broad Street crossing on 13 November the Committee orders that protection be provided in the form of a semaphore signal to be placed at the top of the incline leading down to the crossing from the south to be worked by the watchman stationed at the crossing.
		24/12/1891	PC 1891-3047	The Railway Committee has considered the necessity of additional protection at a crossing at rail level of the Ottawa Electric Street Railway and the Canada Atlantic Railway on Broad Street at which spot a collision occurred on 13 November last between an electric street car and a train passing along the CAR. The Chief Government Engineer recommends a semaphore signal be erected at the top of the hill at the corner of Wellington and Broad Streets to be worked by a flagman from the crossing. Approves the issuance of an order providing for the erection of a semaphore signal accordingly as a means of warning the drivers of the electric street cars crossing from an easterly and southerly direction of the approach to the crossing of trains, unattached engines, trolleys or hand cars of the CAR, the same to be worked by officer of the CAR stationed at the crossing, the extra expense incurred thereby to be borne by the OESR, and the said semaphore to be in operation within one month from the date of the order of the Committee.
		26/07/1904	109	The semaphore governing the crossing of the CAR by the OER on Broad Street may be moved from its present position on the east side of Broad Street to a point on the west side of Broad Street directly opposite its present location. The work of removing the said semaphore shall be done under the direction of the Ottawa City Engineer.
		07/10/1904	182	Upon reading the agreement between CAR and OER dated 10 Aug 1904 and the consent of the Corporation of the City of Ottawa dated 6 Oct 1904 it is ordered that a crossing may be had of the said track of the CAR by the main line of the applicant (OER) at the place indicated on the plan filed under No. 13870.
		18/07/1914	22218	GTR and OER authorized to operate over the interlocking plant at the crossing at Broad Street authorized by 182.
		25/05/1921	31062	OER authorized to disconnect the derail switches from the interlocking plant at the crossing of the GTR and the OER at the junction of Broad Street. OER to spike its switches so as to render it impossible for a car to be turned down Broad Street from Albert Street, and secure the derail on Broad Street, north of the GTR in the open position so that a car cannot be run through the interlocker.
		06/04/1922	32279	OER relieved from paying the proportion of cost of the protection of the diamond crossing on Broad Street as required by 182 as and from 1 Nov 1921 when the work of disconnecting the derail switches from the interlocking plant authorized by 31062 was completed and the OER ceased to operate over the crossing; GTR authorized to operate its trains over the crossing without their first being brought to a stop.
		02/07/1932	48814	Cattle guard exemption.

Mileage	Location	Date	Number	Notes
1.12	Broad Street	25/01/1952	78167	(1) All trains come to a full stop before passing over crossing; (2) All train movements be protected by a member of the train crew displaying a watchman's stop sign by day and a red lantern by night in lieu of the present protection by watchmen.
		30/12/1969	R-7607	Removes statutory speed limit at Broad Street, m. 0.22 CNR Chaudiere Branch following accident on 28 Oct 1969.
1.21	International Marine Signal	21/07/1911	14315	GTR authorized to construct three sidings or team tracks commencing at a point on the Chaudiere branch and on lot 39, conc. A or broken front of Nepean twp, now in City of Ottawa, thence extending southerly and crossing the siding to the works of International Marine Signal Co., used jointly with CPR, on condition that GTR shall not allow its cars to interfere with the siding into the International Marine Signal Co. To be completed within 3 months.
1.23	Booth Street	11/02/1918	26985	Crossing of GTR and OER at Booth Street. GTR to restrict its operations to between 11 pm and 6 am - except that when necessary to make special movements at other times the GTR must first notify OER and protect the movements in both directions on the the lines of the OER. Between 11 pm and 6 am OER to stop its cars and the conductor shall go forward to ensure tracks are clear and then signal to the motorman that the way is clear to proceed..
		22/06/1921	31165	GTR ordered to maintain electric bell which they voluntarily installed.
		02/07/1932	48814	Cattle guard exemption.
		16/12/1932	49335	Removes statutory speed limit following accident on 26 Nov 1932. Booth street is shown as m. 2.2.
		29/12/1959	100066	Amends 97269 by adding the following crossings at which reflective material is to be placed: 1.24.
1.27	Lloyd Street	02/07/1932	48814	Cattle guard exemption.
		08/02/1966	119880	Reflectorized crossing signs from m. 2.21 Chaudiere Spur (Lloyd Street) to be relocated to m.84.05 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.
1.29	Continental Bag and Paper	04/10/1910	11979	GTR authorized to construct a siding from a point on its railway east of Lloyd Street, thence extending westerly and across Lloyd Street, to and into the premises of Continental Bag and Paper. (1) All switch points and switches be clear of the street (2) That cars or locomotives not be allowed to stand on or project beyond the street line (3) All trains operating on the siding be preceded by a flagman (4) To be constructed within 3 months.
1.31	Lett Street	02/07/1932	48814	Cattle guard exemption.
		08/02/1966	119878	Reflectorized crossing signs from m. 2.27 Chaudiere Spur (Lett Street) to be relocated to m. 85.11 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.
1.44	Queen Street	12/03/1908	4460	Crossing of OER by GTR at Queen Street West. GTR ordered to protect the crossing by: (1) derails to be placed one 75' from point of crossing on east side of the GTR and on north track of OER and one 75' from crossing on east side of the GTR and on the south track of the OER. Derails to be interlocked with gates so that when gates are down the derails to be open and against the OER and when raised the derails to be closed. (2) Cost to be borne by GTR. (3) A trolley guard be placed over the trolley wire on the south track of the OER where it crosses GTR and to be installed at the expense of the OER.
		10/03/1922	32201	GTR and OER authorized to operate over the crossing at Queen Street West without their trains being first brought to a stop provided the speed shall not exceed 10 mph.
		09/07/1925	36578	So long as the character of the crossing shown to exist continues CNR is relieved from maintaining a signalman on Sundays to operate the crossing.
		02/07/1932	48814	Cattle guard exemption.

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1.5	Britannia Terrace	02/07/1932	48814	Cattle guard exemption.
	Pooley Street	08/02/1966	119879	Reflectorized crossing signs from m. 2.42 Chaudiere Spur (Pooley Street) to be relocated to m. 87.35 Renfrew sub. BTC will pay 80% of the cost or \$21.00, whichever is the lesser.
1.51	Baker Brothers siding	14/04/1944	64706	Approves proposed location of unloading rack, pipeline and one horizontal underground storage track of Baker Bros. (Empire Service Station) near the tracks of CNR at Britannia Terrace (later Pooley Street).
		24/12/1946	68374	Approves operation of CNR engines, cars and trains over private siding of the Baker Brothers Co. Ltd., Britannia Terrace, (later Pooley Street).
1.6	Chaudiere Yard	18/09/1946	67911	Approves clearances at CNR Gantry Crane in Chaudiere Yard, Ottawa, no engine may operate beyond the points of restricted clearance.
1.61	Bronson Lumber spur	29/03/1924	34884	CNR authorized to construct, within 6 months, a spur for Bronson Lumber Co at Chaudiere yard. Approves less than standard clearances. Verify location.
1.7	Booth, J.R. siding	09/08/1884	PC 1884-1622	Canada Atlantic Ry. granted authority to cross the timber slides at the Chaudiere Falls.
1.95	Booth Street	25/01/1952	78168	(1) All trains come to a full stop before passing over crossing; (2) All train movements be protected by a member of the train crew displaying a watchman's stop sign by day and a red lantern by night in lieu of the present protection by watchmen.
		29/12/1953	82803	Removes statutory speed limit.
		03/05/1954	83687	Removes statutory speed limit