

Hammond - by Mileage

| Mileage | Location | Date | Number | Notes |
|---------|-------------------|------------|--------|---|
| 0.1 | 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. |
| 4.87 | Mud River | 08/02/1912 | 15920 | GTR authorized to reconstruct bridge over Mud River, m. 4.87, Rockland Branch, 30th district. |
| 7.8 | Hammond | 02/09/1898 | PCRC | Approves Canadian Pacific Ry. plan and profiles showing proposed crossing and connection with the Rockland Branch of the Canada Atlantic Ry, twp of Clarence. |
| | | 09/12/1920 | 30422 | Approves location and details of GTR proposed new station at Hammond. |
| 12.21 | Crossing | 06/06/1933 | 49922 | Cattle guard exemption, Clarence Creek spur. |
| 12.27 | | 06/06/1933 | 49922 | Cattle guard exemption, Clarence Creek spur. |
| 14.5 | | 06/06/1933 | 49922 | Cattle guard exemption, Clarence Creek spur. |
| 16.4 | Rockland | 06/12/1921 | 31880 | GTR authorized to close its station at Rockland and use jointly the CNOR station on condition that the GTR keep open the tracks between the "Y" switch and the GTR station as an industrial siding and place any cars which arrive on the GTR's rails on the said track for unloading, if so consigned by the owner. This was done to alleviate objection from Rockland for the necessity for handling heavy freight, the grist and flour mill being built in close proximity to the station and the expense of teaming freight to the business part of town. |
| 16.5 | Rockland Crossing | 12/11/1906 | 2031 | CNOR given leave to cross the tracks of the GTR spur line to Edward's Mill at Rockland between m. 36 and 37 west from Hawkesbury. The CNOR shall, at its own expense, under the supervision of a GTR engineer, insert a diamond at the point of crossing. The crossing to be protected by semaphores on the CNOR line, to be installed and operated at the expense of the CNOR. |
| | | 03/11/1908 | 5569 | Pending installation of semaphores ordered under 2031, CNOR authorized to use the crossing for construction purposes only for a period of one month from the date of this order. |
| | | 03/12/1908 | 5749 | CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 3 months from the date of this order. |
| | | 18/03/1909 | 6551 | CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 60 days from the date of this order. |
| | | 22/05/1909 | 7058 | CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 1 month from the date of this order. |
| | | 24/07/1909 | 7621 | (1) CNOR given leave to operate the interlocking plant authorized by 2031; (2) CNOR trains required to slow down when approaching the semaphore, to a speed not exceeding 15 mph. |
| | | 16/03/1915 | 23418 | The use of the crossing of the CNOR of the GTR spur to Edwards Mill is particularly light. No night traffic and only an occasional daylight movement on the GTR. So long as the character of the movements over the crossing shown to exist continues, CNOR and GTR relieved from providing a signalman to operate the crossing; home signals and derails to be set for clear for the CNOR; key to the tower to be left in the custody of, and the interlocking plant to be operated by the crew of the GTR. |

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| 16.5 | Rockland Crossing | 19/04/1916 | 24910 | 23418 is rescinded because traffic over the crossing has considerably increased and it is considered that the signalmen should be replaced. |
| | | 23/11/1917 | 26770 | Amends 2031 by striking out, in the last paragraph, "at the expense of" and inserting "by". |