

# M and O - by Mileage

Mileage	Location	Date Number	Notes
0		19/02/1897 PCRC	Approves application of HER for permission to cross CPR at Hull by means of an overhead bridge.
	Kilgour's Crossing	14/05/1913 19456	Following a complaint by J. Kilgour of Billings bridge and Glousecter twp. CPR ordered o construct a grade crossing begining at the end of Junction Avenue at the side road bewteen lots 21 & 22, Junction Gore, Gloucester twp. Verify location.
		24/11/1977 PC 1977-3327	Treasury Board minute 6/3327. Authorizes NCC to enter into an agreement with CP for a 12" drainage pipe located across the M&O subdivision, Gloucester twp. for a period of one year.
2.28	Gatineau Road	19/06/1972 R-14257	City of Hull authorized to widen St. Joseph Boulevard.
15.94	Highway 34	04/04/1916 24863	Removes statutory speed limit.
16.02	Rigaud Granite Quarry siding	14/07/1925 36600	CPR authorized to construct, within 6 months, a siding to serve Rigaud Granite Quarries at grade across John Street. Approves less than standard clearances from the gauge side to the narrow gauge trestle.
16.2		22/07/1975 R-20990	Removes statutory speed limit at crossing of the railway and tail track of the wye, Rigaud following accident on 28 may 1975.
16.42	Soc. Coop Agricole de Rigaud	05/09/1944 65212	Authorizes CPR to construct a branch line to serve La Societe Co-operative Agricole de Rigaud, Rigaud.
		14/12/1982 R-34717	The siding, which was under a private siding agreement and on privately-owned property, has been removed. Rescinds 65212.
16.45	Rigaud	16/03/1916 24804	CPR authorized to construct, witihin 6 months, a siding for the Rigaud Granite Co.
		25/05/1940 59168	Approves location and details of new CPR station at Rigaud.
16.56	St. Antoine Street	10/08/1916 25278	CPR ordered to install, within 60 days, an improved type of automatic bell.
		08/06/1927 39160	Removes statutory speed limit following accident on 19 May 1927.
		03/04/1929 42398	CPR ordered to install a wigwag in addition to the existing bell.
		04/09/1930 45321	Approves plan showing changes to the automatic. This follows complaints by O.A. Fogarty against the continuous ringing of the bell.
		04/10/1946 67982	Removes statutory speed limit following accident on 2 Sep 1946
		14/08/1969 R-6475	Reconstruction and automatic protection.
		09/02/1972 R-13574	Amends typo in R-6475.
16.58	Riviere a la Graisse	19/03/1890 PC	Approves the plans of the bridge over the Riviere a la Graisse.
16.78	Mando Junction	13/02/1913 18721	CPR authorized to take land for the purpose of constructing a wye track in Rigaud connecting the Vaudreuil to Ottawa Line with its branch line to Point Fortune
		13/02/1913 18721	CPR authorized to take two tracts of land in Rigaud to construct a wye track connecting the M&O sub with the Point Fortune line.
		10/07/1913 19780	Application by L.J. Chevrier to reopen 18721 is refused.
16.8	St. Thomas Range Road	13/03/1963 110697	Removes statutory speed limit following accident on 25 Feb 1963.
	Rigaud	29/10/1965 118822	Removes statutory speed limit at m. 16.8.
	Crossing	05/03/1971 R-11096	Removes statutory speed limit following accident on 24 Jan 1971.
	Rigaud	25/06/1986 R-39494	CPR authorized to abandon from m. 16.8, Rigaud, to m. 82.5, M&O Junction effective August 9, 1986.
18.8		24/01/1910 9365	CPR authorized to use bridges at m. 18.8, Ottawa section. Verify location.
		27/11/1911 15479	CPR authorized to construct bridge No. 18.8. Verify location.
		01/12/1911 15537	15479 is amended by striking the word "construct" where it occurs and substituting "reconstruct".
18.89		16/08/1946 67783	Cattle guard exemption at: 18.89; 68.06; 68.88; 69.84; 70.68; 71.47; 72.42; 73.27; 74.18; 74.90; 75.16; 76.16 & 77.15.
	St. Thomas Range Road	19/10/1956 89992	Removes statutory speed limit following accident on 6 Oct 1956.

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18.89	St. Thomas Range Road	17/12/1969	R-7507	Crossing reconstruction and automatic protection.
19.1		24/01/1910	9365	CPR authorized to use bridges at m. 19.1, Ottawa section. Verify location.
22.1		24/06/1937	54477	Cattle guard exemption, East Hawkesbury twp. at: 22.10; 23.59; 25.10; 28.13 & 29.64.
	Crossing	30/04/1980	R-30786	CPR to install flashing lights and bell within 12 months.
		08/10/1981	R-32763	Amends R-30786 re. cost apportionment.
23.59		19/10/1979	R-29795	East hawkesbury twp. authorized to widen crossing.
		23/06/1981	R-32369	Amends R-29795 re. cost apportionment.
24.51	St. Eugene	08/06/1965	117685	CNR (sic) authorized to remove the caretaker and retire the station building at St. Eugene, P.Q.
25.1	County Road 14	10/05/1967	124381	Authorizes CPR to install automatic protection.
		12/11/1970	R-10130	Approves changes in automatic protection authorized by 124381.
		18/11/1976	R-23954	Removes statutory speed limit following accident on 9 Nov 1976.
29.49	Highway 417	15/03/1971	R-11205	Ontario Dept. of Highways authorized to construct Highway 417 over CPR by means of a dual overhead bridge.
		12/12/1974	R-19765	CPR authorized to operate under the dual overhead bridge.
29.64	County Road 12	26/10/1979	R-29838	CPR to install flashing lights and bell within 12 months.
		24/09/1981	R-32714	Amends R-29838 re. cost apportionment.
32.65	Edwin Steele spur	28/06/1912	16917	CPR authorized to construct a spur for Edwin Steele at m. 32.65, near Vankleek. To be constructed within 3 months.
33.22	Vankleek Hill	21/12/1896	PCRC	Approves of the place and crossing of the CAR, Hawkesbury branch, by the M&O at Vankleek Hill on the following conditions: - M&O shall provide, construct and thereafter maintain at the point of crossing an interlocking, derailing and signalling system and all the necessary works and appliances for properly operating the same. - To be approved by the Chief Engineer of Railways and Canals before said crossing is used for traffic, this approval being subject to the agreement between the two parties dated 24 Nov 1896 in so far as they affect the arrangements to be made for the safety of the public and the working of traffic and are not inconsistent with the Railway Act, or this order or any other order which may be made in respect of said crossing.
	Vankleek Diamond	01/06/1922	32459	So long as the character of the movements over the crossing shown to exist continues, CPR and GTR relieved from maintaining a signalman between 22:00 and 06:00 daily and from 06:00 to 22:00 Sundays; the home signals and derails to be set for the GTR (sic) and the key of the tower to be left in the custody of the GTR.
		09/06/1922	32484	32459 amended so that derails and signals set clear for the CPR and key retained by CPR.
		26/06/1931	46929	Approves CPR plan showing proposed installation of automatic signals and the question of the installation of derails at the said crossing be reserved for further consideration.
		31/08/1931	47288	Amends 46929 by striking the words "and the question of the installation of derails at the said crossing be reserved for further consideration".
		09/07/1941	60937	1 - Approves revised plan X-2-214/5 showing installation of automatic signals at the crossing of CNR by the CPR at Vankleek Hill. 2 - Entire cost to be borne by CPR. 3 - All trains approaching the crossing between the distant signals and the home signals on the CNR shall be limited to a speed not exceeding 20 mph.
		21/08/1941	61122	Authorizes CPR and CNR to operate their trains over the crossing at Vankleek Hill without their first being brought to a stop, provided the signals are in a "proceed" position.
		05/05/1952	78883	Approves plan showing changes to signals at interlocking plant at crossing of CPR and CNR at Vankleek Hill.
		09/07/1956	89184	Authorizes CPR to make changes to the interlocker at Vankleek Hill.
		16/04/1957	91405	Authorizes CPR to operate its passenger trains over crossing with CNR at a speed not exceeding 50 mph.
33.79	Highway 34	12/06/1928	40876	Retains speed limit of 10 mph following accident on 23 May 1928.
		14/07/1937	54559	Relieves CPR from maintaining cattle guards at crossings at m. 33.79, 34.61 and 35.65 on its M&O subdivision.
		31/07/1939	57773	maintains 10 mph speed limit.

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33.79	Highway 34	12/12/1941	61599	Declares CPR crossing of Provincial Highway no. 34 east of Vankleek Hill station protected to the Board's satisfaction; speed limitation of ten mph to be maintained.
		17/02/1943	63267	Maintains 10 mph speed limit following accident on 23 Jan 1943.
		12/12/1945	66782	Declares CPR crossing first immediately east of Vankleek Hill Station, m. 33.79 M&O subdivision, protected to Board's satisfaction; present speed limitation of ten mph to be maintained.
		22/12/1951	77998	Following accident on 5 Oct 1951 maintains speed limit of 10 mph.
		28/08/1956	89609	Requires CPR to install certain protection at the crossing of Highway No. 34 at m. 33.79.
		27/03/1957	91276	Removes 10 mph speed limitation imposed by 77998, 66782, 63267, 61599, 57773 and 40876.
		02/09/1966	121897	Removes statutory speed limit.
		26/10/1978	R-27843	Ontario Min. of Tptn. authorized to improve crossing; CPR to relocate protection.
		29/10/1980	R-31438	Removes statutory speed limit following accident on 22 Aug 1980.
34.61	County Road 10	30/01/1911	12835	Removes statutory speed limit at crossing one mile west of Vankleek Hill.
		02/12/1969	R-7352	CPR to install automatic protection.
36.23	Canada Central connection	31/07/1912	17151	CPR authorized to construct a spur at m. 36.23, M&O sub. at McAlpine station for the Central Railway Co. of Canada; to be completed within 3 months.
36.44	County Road 10B	16/12/1941	61605	Cattle guard exemption at: 36.44; 37.98; 39.15; 39.53; 41.54; 42.26; 42.70; 43.99; 44.25; 46.45 & 48.08.
		01/02/1951	76033	Permits removal of slow order at CPR crossing first east of McAlpin, m. 36.44, M&O subdivision.
		20/01/1970	R-7742	Removes statutory speed limit following accident on 26 Dec 1969.
		13/11/1970	R-10158	CPR to install, within 10 months, flashing lights and bell.
36.45	McAlpin	28/04/1971	R-11558	Removes statutory speed limit following accident on 6 Mar 1971.
		23/02/1915	23344	CPR authorized to discontinue the services of its agent at McAlpin on condition that a caretaker be appointed to see that the station is kept clean and heated for the accommodation of passengers on the arrival and departure of trains and to care for l.c.l. freight and express matter.
		25/05/1917	PC 1917-1447	Authorizes the department of Railways and Canals to purchase from the Central Railway of Canada, 1,578 gross tons of 80 lb. steel rails, which the Company have, piled up alongside of a siding at McAlpin Junction, near Vankleek Hill on the CPR at a price of \$50 per gross ton, as piled. This quantity includes about 125 tons of rails in the said siding, the cost of taking up will be borne by the Central Railway. The Company have, also piled up at this place, 50,000 hemlock ties, for which Mr. Armstrong, Vice President of the Company, has quoted a price of 40 cents each. he further offers the track fastenings in the siding at the following prices: Plates - \$2.50 per 100 lbs. Bolts - \$3.00 per 100 lbs. Spikes - \$2.25 per 100 lbs. These rails, ties and fastenings are required for the Canadian Government Railways. Department is authorized to purchase such quantities of ties and track fastenings, at the prices stated, as are considered by the Departmental Engineer in charge as suitable for the use intended to be made of the same.
		13/07/1958	94927	CPR authorized to remove the caretaker.
		17/08/1960	102079	CPR authorized to close and remove the station building at McAlpin.
37.98		09/10/1948	71306	Relief from maintaining cattle guards at m. 37.98, 39.12 and 39.52, M&O subdivision, Caledonia township.
39.15	County Road 10B	17/02/1971	R-10978	CPR to install, within 10 months, flashing lights and bells.
39.52		01/11/1954	84867	Authorizes CPR to close highway crossing at m. 39.53.
41.28	Caledonia Springs Spur	15/08/1907	3442	CPR authorizes to construct a spur 1150' easterly from Caledonia Springs station extending westerly and southwesterly 1300' across Caledonia public road to the property of the CPR leased to the Caledonia Springs Company, together with a siding at the southwestern end of the spur
41.47	Caledonia Springs	03/07/1931	46998	CPR authorized to remove the agent from Caledonia Springs provided a caretaker is appointed to sell tickets and handle express traffic, to see that the station building is kept clean and, when necessary heated and lighted for the accommodation of passengers on the arrival and departure of trains, and to take care of L.C.L. freight shipments.

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41.47	Caledonia Springs	17/12/1931	47856	Order 46998 is amended by striking out the words "to sell tickets and".
		25/06/1937	54484	Approves changes to the CPR station building at Caledonia Springs, m. 41.7.
		12/04/1939	57239	Approves application to dispense with statutory crossing signals (rule 31 of Train and Interlocking Rules) for crossings located in close proximity to where the Royal Train will tie up for "Rest period" in the Trans-continental program. Caledonia Springs, one mile east and west thereof from 12.01 a.m. to 8.05 a.m. May 17th. During this period the speed of all trains shall not exceed ten miles per hour through the territory affected and all public crossings within the area shall be manually protected.
41.54	County Road 20	11/08/1960	102010	CPR authorized to close the station at Caledonia Springs.
		28/08/1980	R-31380	CPR to install flashing lights and bell within 12 months.
		16/02/1982	R-33359	Amends R-31380 re. cost apportionment.
		08/05/1985	R-38103	Removes statutory speed limit following accident on 2 Mar 1985.
41.6		19/01/1910	9322	CPR authorized to operate bridge No. 41.6.
42.71	Crossing	03/11/1958	96177	Authorizes twps. of Alfred and Caledonia to construct highway over CPR at m. 42.71.
43.98		03/10/1950	75306	Cattle guard exemption at: 43.98; 44.25; 47.17; 46.43 & 48.08.
44.25		20/06/1967	124741	Removes statutory speed limit.
46.17	County Road 15	23/06/1930	45276	Whereas the branches obstructing the view have been cut from the trees and instructions issued that the business track be kept clear for a distance of 300' east of the crossing, removes statutory speed limit at Black Horse Creek Road, near Alfred, following accident on 24 Jul 1930.
		30/07/1946	67696	Cattle guard exemption.
		09/09/1948	71163	Removes statutory speed limit.
		10/07/1964	114970	Requires CPR to install automatic protection.
		04/05/1937	54261	Cattle guard exemption at following crossings in North Plantagenet twp: 49.51; 50.48; 50.77; 51.08; 52.35; 54.30; 54.50; 56.12; 56.59.
50.48	Crossing	13/10/1976	R-23768	North Plantagenet twp. authorized to improve crossing.
		13/10/1976	R-26523	Amends R-23768 re. cost apportionment.
50.5	Rideau River	27/06/1927	39264	CPR authorized to reconstruct Bridge No. 50.5 by renewal of the superstructure.
50.77	County Road 9	12/09/1930	45378	Removes statutory speed limit following accident on 18 Aug 1930.
		09/03/1945	65806	Removes statutory speed limit at CPR crossing first east of Plantagenet Station.
		18/02/1964	113548	Requires CPR to install automatic protection.
		06/08/1968	R-2977	Authorizes United Counties of Prescott and Russell to widen road and requires CPR to relocate the automatic protection to provide for the wodened crossing.
		13/07/1976	R-23197	Removes statutory speed limit following accident on 26 Jun 1976.
50.85	Plantagenet	08/04/1980	R-30654	Removes statutory speed limit following accident on 26 Jan 1980.
51.08	Crossing	13/03/1964	113778	CPR application to remove the station agent and appoint a caretaker at Plantagenet is dismissed.
51.3	Bridge	19/09/1963	112164	CPR authorized to close the crossing at m. 51.08.
		03/07/1908	4958	CPR authorized to construct bridge 51.3. Case 3546.
52.35	Crossing	18/02/1910	9624	CPR authorized to operate over bridge No. 51.3 on its Montreal and Ottawa section.
		15/08/1939	57849	Approves revision of grades at crossing at m. 52.35 M&O subdivision.
54.3	County Road 1	13/11/1947	69753	Removes statutory speed limit.
		15/09/1977	R-25431	North Plantagenet twp. authorized to improve crossing.
		18/10/1979	R-29792	Amends R-25431 re. cost apportionment.
54.3	County Road 1	25/07/1946	67688	Removes statutory speed limit following accident on 29 Jun 1946,
		18/05/1956	88842	Removes statutory speed limit following accident on 6 May 1956.

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54.3	County Road 1	19/03/1964	113824	Requires CPR to install automatic protection at County Road 1 at Curran West. m. 54.30.
56.04	Pendleton	15/02/1932	48142	CPR authorized to remove the agent from Pendleton provided a caretaker is appointed.
		29/03/1949	72211	Authorizes CPR to remove the station agent and appoint a caretaker agent at Pendleton to see that the station is kept clean and, when necessary, heated and lighted for the accommodation of passengers on the arrival and departure of trains and to take care of l.c.l. freight and express shipments.
		15/01/1958	93410	Authorizes CPR to remove the caretaker-agent and appoint a caretaker at Pendleton to see that the station is kept clean and, when necessary, heated and lighted for the accommodation of passengers on the arrival and departure of trains and to take care of l.c.l. freight and express shipments.
		18/12/1958	96594	Authorizes CPR to remove the caretaker at Pendleton and operate the station as a shelter.
		06/09/1960	102242	CPR authorized to close the station at Pendleton, delete the name from the timetables and remove the station.
56.59	County Road 19	01/04/1958	94009	Removes statutory speed limit following accident on 20 Mar 1958.
		14/03/1967	123739	CPR authorized to make improvements to automatic protection.
		14/04/1967	124149	Cost apportionment.
		17/05/1971	R-11719	Removes statutory speed limit following accident on 14 Apr 1971.
58.21		27/11/1939	58274	Exempts CPR from maintaining cattle guards at following crossings: 58.21, 59.65, 60.47, 61.31, 62.12, 62.99, 63.50, 64.00, 64.45, 65.00, 65.88.
58.24	County Road 2	14/08/1970	R-9545	Prescott & Russell authorized to construct County Road 2 across CPR. CPR to install, within 10 months, flashing lights and bell. Crossing at m. 58.21 to be closed when this crossing is opened.
		16/01/1973	R-15769	Amends R-8545 re. cost apportionment.
58.5	Cobb's Creek	05/05/1909	7013	CPR authorized to reconstruct bridge No. 58.5, Cobbs Lake, M&O section and clean out the bottom of the lake to a depth of one foot at the proposed opening in the bridge for the width of the CPR right of way.
		18/05/1922	32412	CPR authorized to reconstruct bridge No. 58.5.
58.86		16/12/1912	18326	Twp. of Clarence authorized to construct road across CPR at m. 58.86 (between concs. 1 & 2.)
		08/01/1913	18456	Clarifies 18326 on maintenance.
60.47	Crossing	11/06/1973	R-16724	Removes statutory speed restriction following accident on 15 May 1973.
		28/02/1981	R-31951	CPR to install, within 12 months, flashing lights and bell.
		10/03/1982	R-33494	Amends R-31951 re. cost apportionment.
61.31	Rue Champlain	20/06/1944	64981	Removes statutory speed limit at CPR crossing first east of Bourget Station.
		21/02/1945	65756	Authorizes CPR to install flashing light signals and bell at crossing.
		30/04/1945	65960	Extends time within which CPR is required to install and maintain two flashing light signals and one bell.
		22/08/1945	66388	Removes statutory speed limit.
		22/01/1970	R-7781	Prescott and Russell authorized to improve crossing and CPR to install automatic protection.
		08/02/1982	R-33297	Approves changes to automatic protection.
		29/08/1983	R-35593	Removes statutory speed limit following accident on 27 Jul 1983.
61.69	Bourget	02/09/1942	62672	Approves proposed installation of storage tank of British American Oil Co. at Bourget.
61.85		16/02/1982	R-33347	Authorizes Gulf Canada to construct an installation for the transfer of flammable liquids near Bourget.
62.12	Crossing	08/12/1944	65508	Removes statutory speed limit following accident on 29 Nov 1944.
62.5	Bourget Brick Co siding	31/12/1912	18424	CPR authorized to construct two spurs into the Bourget Brick Manufacturing Co. at Bourget station. To be completed within 6 months.
64.45	Butler Road	02/03/1956	88279	Removes statutory speed limit following accident on 23 Feb 1956.
		05/04/1957	91350	Authorizes CPR to improve sight lines by removing high ground on its right of way from the northeast and southeast angles so that unobstructed vision will be permitted eastward along the track for distances of 50' along the road back from the crossing on both sides.
		05/05/1981	R-32164	CPR to install flashing lights and bell within 12 months.

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64.98	Crossing	08/07/1976	R-23160	CPR to install, within 10 months, flashing lights and bell.
		13/07/1979	R-29269	Amends R-23160 re. cost apportionment.
65.18	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.
		14/06/1912	16764	Approves proposed change in location of CPR station at Hammond.
		15/02/1932	48143	CPR authorized to remove agent at Hammond station subject to the condition that a caretaker be appointed to see that the station building is kept clean and, when necessary, heated and lighted for the accommodation of passengers on the arrival and departure of trains, and to take care of L.C.L. freight and express shipments.
		10/11/1960	102919	CPR authorized to remove the caretaker-agent at Hammond and appoint a caretaker to see that the station is kept clean and when necessary, heated and lighted for the accommodation of passengers in the arrival and departure of trains and to take care of l.c.l. freight and express shipments.
		28/05/1962	107999	CPR authorized to remove the caretaker and station building at Hammond.
65.88	Crossing	06/10/1978	R-30982	Amends R-27751 re. cost apportionment.
		06/10/1978	R-27731	Clarence twp. authorized to improve crossing; CPR to install, within 12 months, flashing lights and bell.
67.24		13/09/1946	67894	Cattle guard exemption.
68.06		29/02/1968	R-1628	Removes statutory speed limit.
70.62	Leonard	02/11/1950	75499	CPR authorized to remove the agent from Leonard station and appoint a caretaker-agent.
		02/04/1959	97492	CPR authorized to remove the caretaker-agent at Leonard and appoint a caretaker.
		28/05/1963	111336	CPR authorized to remove the caretaker and close the station at Leonard.
70.67	County Road 41	28/04/1910	10379	Removes statutory speed limit at first public road west of Leonard station being concession road between concs. 5 & 6, Cumberland twp.
		20/04/1915	23578	Removes statutory speed limit.
		09/07/1964	114958	Requires CPR to install automatic protection.
		08/09/1964	115388	Removes statutory speed limit.
		09/11/1964	115886	Authorizes CRR to relocate reflectorized crossing signs from m. 70.67, M&O sub. to m. 41.99, St. John sub.
72.42	Crossing	01/10/1974	R-19348	Removes statutory speed limit following accident on 4 Sep 1974.
		05/05/1975	R-20580	Cumberland twp. authorized to widen crossing; CPR to install, within 10 months, flashing lights and bell.
		25/11/1977	R-25840	R-20580 amended re. cost apportionment.
74.18		13/11/1973	R-17636	Removes statutory speed limit following accident on 6 Oct 1973.
		30/01/1980	R-30307	Cumberland twp. authorized to widen crossing, CPR to install, within 12 months, flashing lights and bell.
		20/10/1981	R-32861	Amends R-30307 re. cost apportionment.
74.6	Culvert	12/07/1911	14172	CPR authorized to re-construct bridge No. 74.6.
		08/04/1943	63443	Authorizes CPR to reconstruct bridge No. 74.6.
		07/05/1943	63538	Authorizes CPR to use and operate bridge No. 74.6.
74.97	Crossing	27/01/1928	40278	Removes statutory speed limit following accident on 17 Dec 1927.
		02/03/1956	88275	Removes statutory speed limit following accident on 21 Feb 1956.
		21/02/1961	103843	Removes statutory speed limit following accident on 16 Feb 1961.
		26/02/1980	R-30451	CPR to install, within 12 months, flashing lights and bell.
		05/10/1981	R-32758	Amends R-30451 re. cost apportionment.
75.15		07/04/1910	10121	Removes statutory speed limit at second highway west of the Brook by the tracks of the CPR between lots 18 & 19, concs. 6 & 7, Russell County. Verify location.
75.16	Regional Road 31	27/01/1972	R-13494	RMOC authorized to improve crossing. CPR to install, within 10 months, flashing lights and bell.
77.15	Crossing	04/06/1957	91709	Authorizes Twp of Cumberland to construct highway across CPR between Twps of Cumberland and Gloucester.

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79.67		27/01/1944 64430	Removes statutory speed limit at CPR crossing second east of Blackburn Station.
		19/02/1965 116759	Removes statutory speed limit.
79.75		20/10/1937 55046	Cattle guard exemption in Gloucester twp. at: 79.75; 79.92; 81.22; 83.62; 84.42 & 84.51.
	Crossing	10/03/1976 R-22443	NCC to improve vision by removal of brush and trees on private property in all quadrants.
79.92	Kemp Road	10/03/1976 R-22442	NCC to improve vision by removal of brush and trees on private property in all quadrants.
81.17	Blackburn	09/04/1940 58951	Approves relocation of CPR new station building at Blackburn in conc. 3, Gloucester twp..
		14/07/1960 101750	CPR authorized to close and remove the station building at Caledonia Springs.
81.22	Regional Road 27	28/02/1969 R-4782	Removes statutory speed limit.
		17/01/1972 R-13362	Removes statutory speed limit following accident on 25 Oct 1971.
		10/02/1972 R-13590	CPR to install, within 10 months, flashing lights and bell.
		21/12/1972 R-15528	Removes statutory speed limit following accident on 28 Sep 1972.
		20/11/1973 R-17674	Amends R-13590 re. cost apportionment.
82.5	Blackburn Road	11/03/1940 58820	Removes statutory speed limit at CPR crossing of Blackburn Road between Blackburn and Hurdman.
		29/07/1966 121520	National Capital Commission (CNR) is authorized to operate between m. 82.5 and m. 84.8, CPR M&O sub.
82.9	M&O Junction	16/02/1966 119956	CNR authorized to open for carriage the Hawthorne connection between the Alexandria sub. and the M&O sub. which was authorized by 108363. CPR authorized to open for carriage line between M&O sub. (Ridge Road) and Alexandria sub. as authorized by 108363. Speed no greater than 10 mph.
82.95	Highway 417	09/04/1973 R-16340	Ontario dept. of tptn. authorized to construct highway 417 over CPR at m. 82.95 and m. 82.98; approves temporary less than standard clearances.
		31/10/1975 R-21608	CPR authorized to operate under overhead bridges at m. 82.95 and m. 82.98.
83.62	Innes Road	09/03/1960 100698	CPR required to install automatic protection at Innes Road.
		22/06/1966 121187	Approves changes to automatic protection made by NCC.
84.35		17/08/1966 121733	CPR authorized to abandon between 84.35 and 86.8.
84.42	Michael Street	01/08/1946 Judgement	Michael Street had previously been a private crossing which was used extensively by the public. Township of Gloucester agreed to the closing of Joseph Street and opening Michael Street in lieu. An order will issue allowing this. CPR will be responsible for the expense of constructing and maintaining the crossing.
		04/06/1949 72534	Township of Gloucester is authorized to construct a crossing at Michael Street, m. 84.29, M&O subdivision.
		09/03/1960 100692	CPR required to install automatic protection at Michael Street.
84.5	McAuliffe Davis Lumber	17/02/1913 18717	CPR authorized to construct a spur into McAuliffe Davis Lumber at m. 84.5 To be completed within 6 months.
		09/04/1913 19012	Amends 18717 by clarifying description of land.
84.51	St. Laurent Boulevard	23/06/1955 86470	Removes statutory speed limit following accident on 13 Jun 1955.
		21/02/1958 93716	Removes statutory speed limit following accident on 8 Feb 1958
		06/03/1958 93811	Requires CPR to install certain protection at St. Laurent Boulevard.
		19/09/1958 95639	Amends 93811 re apportionment of costs.
		12/01/1962 106813	City of Ottawa authorized to construct a bridge across and over the CPR at St. Laurent Boulevard.
		19/04/1962 107729	Removes statutory speed limit.
		16/07/1962 108379	Amends details of plans shown in 106813.
		03/02/1965 116626	Amends 106813 re apportionment of costs.
		11/02/1965 116667	CPR authorized to operate under the overhead bridge at St. Laurent Boulevard, m. 84.51, Montreal and Ottawa sub.
84.7		18/01/1967 123217	NCC authorized to construct Industrial Lead Track connecting CPR M&O sub., m. 84.7 with Freight Shed Track of CNR opposite mile 75.0, Alexandria sub. with a crossing at grade across Belfast Road. Authorizes railways to install automatic protection, within 10 months, and to provide protection by flagging until the automatic protection is installed.
		10/05/1968 R-2272	Amends 123217 regarding measurements and descriptions.

Mileage	Location	Date	Number	Notes
84.7		19/07/1968	R-2870	Time extension for 123217.
		31/12/1968	R-4296	Grants leave for CNR and CPR to open for traffic the Industrial Lead between m. 3.12 Ottawa sub. and CPR Ottawa Terminal Area (formerly m. 84.7 M&O sub. and m. 1.86 North freight Shed Lead.
84.8		19/08/1965	118256	Approves and authorizes NCC plan to construct a 6,755' connecting track between CPR m. 84.8, Montreal and Ottawa sub. and CNR m. 0.75 Beachburg sub.
	Alta Vista Drive	15/10/1965	118689	NCC authorized to construct a subway to carry (new) Alta Vista Drive across and under the track connection between CPR m. 84.8 M&O sub. and CNR m. 0.75, Beachburg sub. which will eliminate the existing crossing of Alta Vista Drive at m. 85.9 M&O sub.
		14/06/1967	124699	Amends 118689 re. cost apportionment.
85.35	Dustbane Mfg Co siding	08/08/1914	Judgement	Dustbane Manufacturing were induced to build its factory close to the CPS short line between Ottawa and Montreal in the belief that a short spur would be put in from the main line. Instead CPR planned to build an alternative siding 2420 feet long which would come from the leg of the "Y" connecting the main line with the St. Lawrence and Ottawa line leading to the Sussex Street freight yards. CPR proposal is in the interests of the travelling public and should be proceeded with. Dustbane to pay the cost of the siding but to receive a rebate of \$5.00 per car shipped. This to be altered if other companies set up along this spur. Spur will cost \$3,770.00 to construct.
		21/05/1965	117549	CPR authorized to divert its track between m. 85.35 and m. 85.62.
		20/08/1965	118284	CPR authorized to operate over the diversion of its M&O sub. between m. 85.35 and m. 85.62.
85.7	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.
85.8	Alta Vista Drive	04/09/1958	95455	Ontario Department of Highways authorized to extend Alta Vista Drive across CPR at m. 85.8.
		07/11/1961	106158	95455, which authorized Ontario Department of Highways to extend Alta Vista Drive across CPR at m. 85.8, is amended by adding "The said crossing shall be authorized for a period of four years from the date of this order."
		27/12/1961	106640	Amends 95455 re apportionment of costs.
		01/11/1962	109441	Requires CPR to close Alta Vista Drive on or before 31 Oct 1962.
		19/02/1964	113563	Requires CPR to close Alta Vista Drive.
		16/02/1966	119955	CPR shall close, on or before May 31 1966, the crossing at grade of Alta Vista Drive.
85.81	Hurdman	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.
		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
		02/08/1916	25240	The additions to the interlocking plant being in accordance with 24952, CPR and CNOR authorized to operate their trains over the crossing without their first being brought to a stop.
		23/04/1934	50950	Approves changes to interlocking at the crossing of CNR and junction with Ottawa & New York Ry. at Hurdman.



Mileage	Location	Date	Number	Notes
85.81	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".
85.9	Rideau River	05/07/1963	PC 1963-1026	Approves plan and site of telecommunication conduit system to be laid by Canadian National Telecommunications and Canadian Pacific Railway under the Rideau River near the new Hurdman's Bridge.
85.93	Russell Road	09/06/1916	25043	Removes statutory speed limit.
		03/12/1934	51545	Removes statutory speed limit.
		30/07/1945	66308	Removes statutory speed limit.
		23/02/1946	67054	Removes statutory speed limit.
		06/07/1946	67599	CPR authorized to install two flashing light signals and one bell at Russell Road, m. 85.93.
		03/10/1946	67980	Extends time within which CPR is required to install flashing light signals and bell.
		08/06/1960	101416	CPR authorized to close Russell Road, m 85.93, within the limits of the right of way.
		14/09/1927	39566	CPR authorized to reconstruct bridge No. 86.7 over Gladstone Avenue.
86.7	Gladstone Avenue			
87.65	Ottawa Union	13/04/1901	PCRC	Authorizes the place and mode of junction of the Ottawa, Northern & Western Ry. with the Canada Atlantic Ry. near the Sappers Bridge. Check wording.
		06/06/1901	PC 1901-1206	Pontiac Pacific Junction Ry and Ottawa, Northern & Western Ry. authorized to erect steps and construct a platform on government land between Sappers and Dufferin Bridges on the easterly side of the canal to bring electric cars across their Ottawa Bridge and land passengers at the point indicated. Authorizes a grant to the Companies of a lease during pleasure of the area so shown at a rental of \$5 per annum.
		26/07/1904	115	CPR, upon whose tracks the Hull Electric Railway operates, do forthwith place a semaphore with two arms interlocking at the point of crossing of the Hull Electric Railway and the main line of the CPR, one arm to extend over the tracks operated by the Hull Electric Railway and one arm to extend over the main line of the CPR, with lights to correspond. A detailed plan of the interlocking semaphores provided for in the proceeding section of this order be submitted by the CPR for the approval of the Chief Engineer of the Board, before the installation of the same. A substantial outer guard rail of wood, 8 inches by 9 inches, shod with angle iron, be placed outside the outside rail, on the incoming track of the Hull Electric Railway from the Alexandra Bridge to where the incoming track leaves the edge of the retaining wall, except across the two viaducts between these two points which are provided already with guard rails; the speed of the cars over the Hull Electric Railway not to exceed 8 mph over this part of the track. The cost of the works are to be borne by the CPR.
		19/06/1909	7298	Application by CPR for an order directing the GTR to receive and deliver CPR passenger and baggage cars at the point of junction of the tracks of the ON&W with CAR near Sappers Bridge. At the request of the counsel for the companies, having stood over and no action having been taken, application was dismissed.
		10/07/1909	7529	Rescinds 7298 and sets down case for hearing in September unless the matter shall be settled by agreement between the parties before that time.
		26/04/1910	10340	Application by residents of the City of Ottawa residing for a portion of the year along the various points on the Maniwaki branch, as well as permanent residents of the district served, complaining that the location of the Canadian Pacific Ry's. Union Station is unsuitable for the purposes of arrival and departure and applying for an order requiring the arrival and departure of Mainwaki trains at and from the Central Station, or the station situate at Nepean Point or between Nepean Point and the said Central Station. It is ordered that between May 1 and October 1 of each year Canadian Pacific Ry. to operate all its Gatineau branch trains from and to a point at or near Sapper's bridge and furnish adequate accommodation for receiving and delivering of passengers at that point.
		18/05/1910	10638	Canadian Pacific Ry. granted leave to appeal 10340 to the Supreme Court. (1) Appellants undertake to set appeal down for and expedite hearings thereof at the present sitting of the Supreme Court. (2) If not argued at these sittings for any reason that the appellants may be to blame for, then the appeal shall not operate as a stay of order 10340 unless the Supreme Court otherwise orders.

Mileage	Location	Date	Number	Notes
87.65	Ottawa Union	29/07/1910	11317	Dismisses application by Canadian Pacific Ry. for an order or direction settling the questions to be argued upon the appeal to the Supreme Court, now pending in the said court, from order 10340, pursuant to leave granted by 10638.
		26/07/1911	PC 1911-1675	Amends lease of land approved by order of 1 May 1911 to take account of land required by Department of Public Works in consequence of certain changes in the design of the Plaza now being constructed by them. The area now contemplated to be leased is 1,155 square feet less than the area the leasing of which had been contemplated.
		14/11/1911	PC 1911-2581	Refers to a petition by the Canadian Pacific Railway, dated 30 October 1911, relating to an agreement of 15 January 1907 between the Crown and the Canada Atlantic Railway providing for the construction and operation of the Central Union Passenger Station. Clause 3 provides that the Railway Company "will at all times during the said term, or any renewal thereof permit any railway to use the said Central Union Passenger Station and the tracks and sidings necessary to be used as an approach thereto upon such terms and conditions as may be agreed upon between such railway company and the CAR, its successors and assigns and that any difference as may be determined by the Governor General. The matter is referred to the Board of Railway Commissioners for determination and that pending inquiry and report thereon the Grand Trunk is required to permit the CPR to sell tickets in the said station through its own agents, and to enjoy in that behalf the same facilities as at present, reserving, in the meantime, the question of compensation to be paid by the Canadian Pacific in respect of the temporary right or privileges so to be enjoyed.
		17/02/1912	PC 1912-343	In May 1910 Canadian Pacific Railway appealed BRC order 10340 of 26 April 1910 which directed the CPR, during the period from 1 May to 1 October in each year, to operate all its passenger trains - both northbound and southbound on its Gatineau Brmch from and to a point at or near Sappers Bridge. The case was argued before the Governor in Council but judgement was never rendered. Orders that the case be referred back to the Board of Railway Commissioners for further consideration and report.
		14/03/1912	16135	Approves changes and alterations in CPR (on behalf of ON&W) railway and location of its terminal station in the vicinity of Dufferin Bridge subject to following conditions: that a split point derail be placed on the incoming track used by cars of the HER with semaphores on each side of the diamond on the CPR track; that the levers placed on the diamond be operated by the conductors of the HER; that the normal position of the semaphores be clear for the CPR main line; that the derail be open for HER's line; that the speed of CPR trains over the diamond be limited to 15 mph; and that crossovers shown in red on the plan be taken out as soon as the new track is completed.
		17/05/1912	16537	CPR authorized to carry out changes in the location of the terminal station in the vicinity of the Dufferin Bridge in order to accommodate the electric cars of the Hull Electric Railway. Split point derail to be placed on the incoming track used by the Hull Electric electric cars with semaphores on each side of the diamond. The levers at the diamond to be operated by a signalman. Speed over the diamond to be limited to 15 mph. Crossovers to be spiked and only used in case of emergency.
		25/11/1912	18127	Canadian Pacific Ry. application to operate its trains over the diamond with the Hull Electric Ry. authorized by 16537 temporarily and pending the completion of a half interlocker to be installed at this point. Leave granted to operate over the diamond until 31 Jan. 1913 provided that a watchman is stationed and maintained at the crossing to flag the HER cars over the crossing.
		27/03/1913	18929	Time extension until 31 May 1913 for operation over diamond with HER before the installation of interlocking.
		31/05/1913	19433	Extends time within which Canadian Pacific Ry is allowed to operate its trains over the diamond with Hull Electric Ry. until 30 June 1913 pending installation of half interlocking plant to be installed at this point. Originally authorized by 16537.
		03/07/1913	19740	CPR authorized to operate its trains over the interlocking with the Hull Electric Railway in Ottawa without their first being brought to a stop.
		30/08/1920	PC 1920-2074	Authorizes the renewal of a lease to the PPJ and ON&W of Canal reserve lands lying between Sappers Bridge and the Interprovincial Bridge.

Mileage	Location	Date	Number	Notes
87.65	Ottawa Union	08/10/1926	38236	<p>Recommends to the GIC for sanction of an agreement dated 12 August 1926 between the Hull Electric and CPR by which</p> <p>(1) CPR grants to HER the right to use for its electric railway two tracks between Sparks Street, Ottawa and Youville Street, Hull together with a siding and diamond crossing and the right to maintain shelters, ticket office, waiting room, platforms and stairways at Sparks Street provided that such shall be used for passenger traffic and to the operation of cars not exceeding 80,000 lbs weight, passengers and employees included.</p> <p>(2) CPR shall maintain, renew and repair the substructure, ballast, ties, rails, switches and fastenings required for the said tracks, siding and diamond crossings. and also the planks and other surface material necessary for highway traffic on the Interprovincial Bridge. All other construction, installation, operation, maintenance and repair, including that of trolley wires and poles, bonding wires, signals, platforms, stairways, shelters, ticket offices and waiting room, protection at the said diamond crossing and clearing of snow from the said tracks shall be furnished, performed and borne by the Hull company.</p> <p>(3) HER shall pay to CPR \$6,000.00 per annum in equal monthly installments on the 12th day of each month.</p> <p>(4) HER shall not assign or underlet the rights granted without the consent of the CPR.</p> <p>(5) Responsibility for neglect etc.</p> <p>(6) CPR may declare the agreement terminated if Hull company shall fail to make payment of to carry out obligations if such deficit shall continue for three months.</p> <p>(7) Subject to (6) agreement shall remain in force for 21 years. Hull company may terminate on giving 1 years notice in writing.</p> <p>(8) Subject to the continued maintenance and use of the bridge across the Ottawa River by the CPR for its own purposes, the CPR will , upon the request of the Hull company, not less than 6 months prior to the expiration of the said period of 21 years, grant to the Hull company the right to use the said tracks and facilities for a further period of 21 years upon terms to be agreed at the time.</p>
		29/10/1926	PC 1926-1699	Sanctions agreement between Canadian Pacific Railway and Hull Electric Railway which was recommended by the Board of Railway Commissioners by order 38236 of 8 October 1926.
		10/02/1939	57057	The movement of all empty cars between the "Joint Premises at Ottawa" and Ottawa West Yard, attached to regular trains of the CPR, should be counted according to the true intent and meaning of section 39 of the agreement dated September 11, 1918, between the Ottawa Terminals Railway Company, the Grand Trunk Railway and the Canadian Pacific Railway, but cars which are moved between Ottawa West Yard and the "Joint Premises" for repairs , or to have storm windows attached or removed, should be deducted from the account in accordance with prevailing practice.
		28/01/1947	68538	Rescinds 16135 of 3/14/12 and 16537 of 5/17/12 between CPR and Hull Electric regarding terminal facilities at Dufferin Bridge, Ottawa.
		29/09/1948	71258	Approves revised plan showing approach signal in advance of home signal 2R on CPR tracks 1 and 2 at Union Station, Ottawa.
		14/12/1966	122927	CPR is authorized to abandon between Ottawa Union Station, m. 87.7 and Hull, m. 89.3 (1.6 miles)
87.68	Sappers Bridge	21/12/1900	PCRC	<p>Approves plans for the following highway crossings in connection with the Interprovincial Bridge:</p> <ol style="list-style-type: none"> <li>1. Highway undercrossing, Hull approach.</li> <li>2. Under crossing Highway station 72, south approach.</li> <li>3. Over crossing of Laurier Avenue and the Hull Electric Ry in the City of Hull.</li> <li>4. Over crossing Government Road west end of St. Patrick Street, also plan of superstructures over same.</li> <li>5. Plan showing proposed headway under Dufferin Bridge and plan showing proposed headway under Sapper's Bridge, Ottawa.</li> </ol>
88.1	Government Road	19/02/1901	PC 1901-314	Approves plans and profile of proposed overcrossing by PPJ and O&GV of Government Road west end of St. Patrick Street in the City of Ottawa.
		07/02/1940	PC 1940-431	Authorizes the entry into of an agreement for the surrender of portion of land leased to ON&W proposed to be granted to the FDC for the park and Driveway at Nepean Point.
		18/03/1947	PC 1947-937	Approves renewal of lease of Rideau Canal lands in favour of CPR covering approaches to Interprovincial Bridge. CPR surrenders some land in the vicinity of Nepean Point.
		14/02/1963	PC 1963-247	Approves renewal of lease of Rideau Canal reserve lands to CP for a further period of 5 years from 1 Sept 1962 in lieu of a lease for 21 years because CP will no longer operate across the Interporvincial Bridge when the NCC scheme for the beautification of Ottawa is implemented. NCC reports that all rail lines in the centre of Ottawa will be removed about mid-1965.

Mileage	Location	Date	Number	Notes
88.17	Interprovincial Bridge	28/06/1897	PC 1897-1548	<p>O&amp;GV &amp; PPJ applied on 9 Mar 1897 for the right to enter upon and to use certain Government lands required in order to make connection between the Central Railway station at Sappers Bridge, Ottawa and the contemplated railway and highway bridge across the River Ottawa at Nepean Point, together with use of land required in order to construct a roadway giving access for vehicles to said bridge from St. Patrick Street. The Committee approved the plan and also approved the site of the proposed bridge.</p> <p>The Minister of Railways was not convinced that the two companies had the financial ability to construct such a large undertaking and for this reason the approval was confined to approving the site of the bridge and the location of the railway from the southerly end thereof through Government property to the Central Station.</p> <p>The Minister further recommended that as soon as the Companies furnish satisfactory evidence of their financial ability to carry the said works to completion a lease be granted to them jointly of all the Government property required. Such lease would first be submitted to Privy Council and would be on terms similar to that recently granted to the OA&amp;PS of lands along the Rideau Canal.</p>
		05/07/1897	PC 1897-1614	<p>O&amp;GV &amp; PPJ given the right to place rails and bridge on military land, Nepean Point provided that the tract of land remain the property of the Dominion Government and on condition that the road from Dufferin Bridge to the Store Buildings on the North West Mounted Police be left open for the Department of Militia and Defence.</p> <p>Attached to this is a letter of Jan 25 1896, sent to all federal MP's from H.J. Beemer, President of the O&amp;GV. City of Ottawa grant of \$150,000 will expire shortly. Government of Ontario also voted \$50,000 each towards the bridge and the station. Highway bridge is allied to OA&amp;PS station which was opened to a temporary building last summer. This will be replaced next summer by an imposing stone building. Cost of the bridge and approaches is \$766,000. Federal government is asked to contribute and avoid the Ontario and City bonus to expire.</p>
		21/02/1898	PCRC	<p>Approves application by PPJ for approval of plan of proposed bridge across the Ottawa River from Nepean Point to Hull. Neither Dept of Railways nor Public Works objected to the bridge and there is an Order in Council granting permission to the PPJ to build the bridge. All that was required was approval of the site and the piers, not of the superstructure. Directs that the bridge shall have a clear headway of 32' between extreme high water of 1876 and the structure.</p>
		28/02/1898	PC 1898-436	<p>Approval of site and position of piers and abutments of proposed PPJ bridge across the Ottawa River.</p>
		14/03/1898	PC 1898-555	<p>Amends Order in Council of 28 Feb 1898 by adding the following: "and directing that the said bridge shall have a clear headway of 32 feet between extreme high water of 1876 and the lowest member of the superstructure as shown on the said plan, the details of the said plan to be submitted to and approved by the Government Chief Engineer of Railways and Canals before the commencement of work on the said superstructure and substructure respectively, all subject to a joint report thereon from the Honourable Ministers of Railways and Canals and Public Works.</p>
		02/03/1899	PC 1899-341	<p>Approves the following plans of the Interprovincial Bridge: A - plan and profile of the details of concrete pedestals between Ottawa River and Laurier Avenue, Hull. B - detail plan of bridge over highway under crossing between Ottawa River and Laurier Avenue, Hull. C - details of bridge over Laurier Avenue and over the Hull Electric Railway track. D - blue print of Pier No. 6. The Chief Engineer of the Department of Railways reported to the effect that the said plans may be approved so far as the substructure is concerned, these works appearing to be of ample strength and of sufficient dimensions.</p>
		19/08/1899	PC 1899-1921	<p>Approves contract with the PPJ and O&amp;GV for the construction of a railway and traffic bridge over the Ottawa River at Nepean Point between the City of Ottawa and the City of Hull, 15% upon the amount expended thereon, not exceeding \$112,000. Completion to be fixed as 1 Aug 1900.</p>

Mileage	Location	Date	Number	Notes
88.17	Interprovincial Bridge	28/08/1899	PC 1899-1922	<p>Now that the Committee is satisfied with financial ability of the companies to complete the Interprovincial Bridge, approves a revised plan and profile as well as a draft lease. Lease to be for a period of 21 years at \$100 per year. The land extends northwardly from the northern limit at or near Sappers Bridge leased to the OA&amp;PS across St. Patrick Street to Nepean Point.</p> <p>Land shall not be used for any purpose other than for a right of way for steam railway purposes from the limit of lands demised near Sappers Bridge to the Interprovincial Bridge: for a right of way for electric railway purposes from St. Patrick Street to the Interprovincial Bridge and from the roadway near the Dufferin Bridge, or the limit of lands near Sappers bridge, to the Interprovincial Bridge: and for a right of way for foot passengers and general traffic from St. Patrick Street to the Interprovincial Bridge.</p> <p>Lessees may take down and remove so much of Sappers Bridge or other structures upon or over the demised premises as may be necessary to afford proper passage of trains, but such structures shall be reconstructed on plans approved by the Minister.</p> <p>Lessee shall at all times allow other railway company wishing to use the premises as an approach to the Interprovincial Bridge to use the same upon reasonable terms.</p>
		26/07/1900	PC 1900-1875	Authorizes time extension for the completion of the Interprovincial Bridge from 1 Aug 1900 to 1 Nov 1900.
		02/11/1900	PC 1900-2484	Approves entry into a contract with the O&GV and PPJ for a subsidy to construct a railway and traffic bridge over the Ottawa River at Nepean Point. Date for completion to be 1 Aug 1901. \$100,000 in addition to \$112,500 already granted.
		19/02/1901	PC 1901-312	Approves plans and profiles of proposed undercrossing of highway by O&GV and PPJ at station 72, south approach to the Interprovincial Bridge.
		27/03/1901	PC 1901-653	On 22 Mar the Chief Engineer of the Department of Railways and Canals reported on an inspection for subsidy purposes of the Interprovincial Bridge and both its approaches. The bridge and its approaches is completed according to the contract. The Minister is authorized to pay the full subsidy of \$212,500.
		09/03/1934	50841	<p>Report to GIC for sanction of by law dated 19 February 1934 of Ottawa, Northern and Western Railway regulating speed of traffic and limit of loads of vehicles using the Interprovincial Bridge.</p> <ol style="list-style-type: none"> <li>1. No person shall drive or operate any motor vehicle across or upon the Interprovincial Bridge, between Ottawa, Ontario and Hull, Quebec, at a speed in excess of fifteen (15) miles per hour.</li> <li>2. No person shall drive or ride a horse across or upon the bridge faster than a walk.</li> <li>3. The total weight of any vehicle and load (with the exception of street cars) shall not exceed 10 tons.</li> <li>4. No truck shall haul across or upon the bridge more than one trailer and the total over-all length of such truck and trailer shall not exceed forty (40) feet.</li> <li>5. Vehicular traffic shall move in one direction only on each of the roadways of the bridge.</li> <li>6. Every person violating any of the foregoing provisions shall be liable on summary conviction for each offence to a penalty not exceeding ten (\$10.00) dollars.</li> </ol>
		19/03/1934	PC 1934-543	On the recommendation of the BRC by order 50841, approves by law, dated 19 February 1934, of the ON&W regulating the speed of traffic, and limiting the loads carried in vehicles, using the Interprovincial Bridge.
		18/09/1934	51416	<p>Following an accident on March 24, 1934 on the Interprovincial Bridge the CPR is ordered to</p> <ol style="list-style-type: none"> <li>(1) at its own expense, erect a three-bar railing between the sidewalk and the roadway, immediately outside of the outstanding uprights, on both sides of the bridge for the whole length of the bridge; and to provide better lighting thereon, especially at each end of the bridge.</li> <li>(2) plans to be filed for the approval of the Board.</li> <li>(3) Work to be completed by 15 November, 1934.</li> </ol> <p>The judgement concluded that the subsidy from the City of Ottawa gave the PPJ, now CPR (HER, which operates trams across the bridge is practically one with the CPR) the obligation to provide "the passage across the bridge for vehicles, street railways or tramway cars and foot passengers shall be absolutely and forever free to everyone". The obligation of the company is to provide a passage to pedestrians and with it the obligation to provide safe passage.</p>
		28/01/1935	51705	Refuses the application by CPR for reconsideration of 51416 requiring a railing and lighting on the Alexandra bridge and directs that the work set out in order 51416 be carried out sixty days from the date of this order.
		03/05/1935	51895	Approves plans showing railing and lights to be provided on the CPR Interprovincial Bridge between Ottawa and Hull.
		13/06/1935	52016	Extends until July 15, 1935, time within which CPR may complete installation of 3 bar railing on Interprovincial Bridge.

Mileage	Location	Date	Number	Notes
88.17	Interprovincial Bridge	18/11/1935	52474	Refuses application by CPR for an order directing the City of Ottawa and all other interested parties as the Board may see fit, including the City of Hull and the Hull Electric Railway to pay the entire cost of construction and maintenance of the works required by 51416 (3 bar railing and lighting on the Interprovincial Bridge) and the maintenance of the surface portion of the bridge used for vehicular and pedestrian traffic.
		10/08/1954	84347	Recommends to the Governor in Council for sanction of by law respecting vehicular traffic on the Interprovincial Bridge.
		11/01/1956	PC 1956-55	Sanctions by law of ON&W respecting vehicular traffic on the Interprovincial Bridge which was recommended by BRC order 84347 of 10 Aug 1954. The change increased the fine for violation of the by laws from \$10.00 to \$40.00 on summary conviction.
88.4		19/02/1901	PC 1901-310	Approves plans and profiles of the overhead crossing by PPJ & O&GV of Alma, Inkerman, Britannia, Albion, Kent and Lake Streets in the City of Hull.
		19/02/1901	PC 1901-315	Approves plans and profile of proposed undercrossing by the PPJ and O&GV of the highway at or near the Hull approach to the Interprovincial bridge.
88.46	Laurier Street	19/02/1901	PC 1901-309	Approves plans and profile of proposed overhead crossing by Pontiac Pacific Junction Ry. and Ottawa & Gatineau Valley Ry. of Laurier Avenue and the tracks of the Hull Electric Ry. in the City of Hull.
88.66	Hull Trestle	05/01/1909	6000	CPR authorized to use and operate over the Hull Trestle.
88.98	St. Etienne Street subway	21/09/1921	31566	(1) City of Hull authorized to open up St. Etienne Street under the CPR (O&NWR) at m. 88.98 by means of a subway; (2) all costs, except the steel superstructure, to be at the expense of the City of Hull; (3) CPR to provide steel superstructure and a plain sheet iron covering for the deck - to be paid half by railway and half by City; (4) CPR to provide and construct, at the expense of the City, the falsework necessary to support the track during construction.
89.11	St. Florent Street	05/09/1941	61184	Declares CPR crossing of St. Florent Street, west of Hull station, m. 118.3 Lachute subdivision, protected to the Board's satisfaction; speed limitation of ten mph to be maintained.
		11/03/1952	78505	Following accident on 6 Feb 1952 no engine, car or train shall pass over CPR crossing of St. Florent Street, Hull at a speed greater than 10 mph.
		23/01/1953	80682	Following accident on 2 Jan 1953 all trains restricted to 10 mph.
		18/02/1957	90976	Requires CPR to install certain protection at St. Florent Street, Hull.
89.16	St. Henri Street	20/04/1921	30916	Following accident on 4 Aug 1920, removes statutory speed limit.
		24/08/1951	77240	Following an accident on 8 Jul 1951, requires that no trains pass over CPR crossing of St. Henri Steet, Hull at a greater speed than 10 mph.
		05/02/1952	78216	Following accident on 25 Dec 1951 places speed limit of 10 mph.
		18/02/1957	90982	Requires CPR to install certain protection at St. Henri Street, Hull.
89.2	St. Hyacinthe Street	04/02/1909	6465	HER authorized to cross the CPR in Hull subject to the condition that crossing be protected by a double arm semaphore to be installed near the point of crossing and to be operated by the conductors of the electric cars.
		08/07/1909	7461	Hull Electric authorized, pending the installation of the double semaphore arm directed to be provided by 6465, to flag its cars over the crossing with the CPR in Hull for construction purposes only.
		03/05/1910	10507	Following complaint by R. Quain of Ottawa about the dangerous condition of the crossing near the Matthew's Pork Factory in Hull Canadian Pacific Ry. is ordered, within 60 days, to erect and maintain gates, cost of installation to be 20% out of Railway Grade Crossing Fund, 20% by City of Hull and balance by CPR.
		11/08/1911	14551	HER authorized to operate its cars over the crossing without their being brought to a stop.
		14/09/1911	14759	Amends 6465 and 10507 to provide that levers be installed in the tower at the crossing to operate the semaphores on the Hull Electric Railway's line, the same to be operated by the man who operates the gates at the crossing. All expenses to be borne by Hull Electric.
		15/08/1917	26429	Approves plan X-2-281 showing proposed installation of half interlocking plant at crossing of CPR and HER at St. Hyacinthe Street, Beemer, m. 89.2, M&O sub.

Mileage	Location	Date Number	Notes
89.2	St. Hyacinthe Street	25/07/1918 27489	CPR and Hull Electric authorized to operate their trains and cars over the crossing at St. Hyacinthe Street, Beemer at m. 89.2 M&O sub. HER cars to be brought to a stop before operating over the crossing and the levers to be operated by the conductor. CPR to operate at a speed not exceeding 20 mph.
		09/10/1923 34291	Protection of CPR and Hull Electric Railway crossing of St. Hyacinthe Street. Amends 27489 by adding "or switchmen provided by and at the expense of the Hull Electric Railway Company" after the words "operated by the conductor".
		03/10/1924 35624	Following accident on 5 Mar 1924 Canadian Pacific Ry. is ordered to install a new automatic bell and wigwag (shown as Carleton Place sub!). 25% of the installation cost to be paid out of "The Railway Grade Crossing Fund", the remainder to be paid by CP. To be completed by 15 December 1924.
		22/07/1935 52100	1. Canadian Pacific Ry. is directed to move the present bell at the crossing of St. Hyacinthe Street to the south-east angle of the crossing. 2. 40% of the cost, not to exceed \$50.00, to be paid out of the Railway Grade Crossing Fund, and the remainder to be paid by the CP.
		05/03/1946 67101	Declares CPR crossing of St. Hyacinthe Street, Hull, m. 89.30 M&O subdivision, protected to Board's satisfaction; present speed limitation of ten mph to be maintained. Mileage should be 89.2.
		23/10/1946 68062	Authorizes CPR to install two flashing light signals and bell at St. Hyacinthe Street.
		15/01/1947 68455	Extends time within which CPR is directed to install two flashing light signals and one bell at crossing of St. Hyacinthe Street, Hull.
		29/01/1947 68532	Rescinds orders respecting the crossing of CPR and Hull Electric tracks at St. Hyacinthe Street: 6465, 2/4/09; 26429, 8/15/17; 27489, 7/25/18 and 34291, 10/9/23.
		24/04/1947 68868	Extends the time within which CPR are to install flashing light signals and electric bell at crossing of St. Hyacinthe Street, Hull.
		89.27	Hull Beemer  St. Redempteur Street
31/07/1946 67699	Extends time within which CPR is required to install two flashing light signals and one bell at St. Redempteur Street, Hull.		
22/02/1947 68646	Extends time within which CPR required to install flashing light signals and bell at crossing of St. Redempteur Street, Hull.		
25/04/1947 68874	Extends time within which CPR are required to install flashing light signals and bell at crossing of St. Redempteur Street, Hull.		
16/04/1970 R-8564	Approves changes to automatic protection at St. Redempteur Street, m. 0.60 Hull Spur off m. 6.55 Ellwood sub. authorized by 67383.		
89.31	Hull Beemer  St. Redempteur Street  Hull Beemer St. Redempteur Street Hull Beemer	01/08/1907 PC 1907-1744	Authorized payment of subsidy of \$777.60 to Ottawa, Northern & Western Ry. for construction of a line from a point on the Ottawa & Gatineau Ry. to the boundary of the City of Hull, 0.243 miles. The company was entitled to the full additional subsidy.
		11/05/1909 7002	City of Hull authorized to construct and maintain a highway across O&NW at a point across the present northerly extremity of Chaudiere Street and lot 6, Ward No. 2 in Hull.
		25/10/1934 51456	Declares the CPR crossing of St. Redempteur street Hull protected to the Board's satisfaction so long as the speed limitation of 10 miles an hour is in effect.
		28/11/1942 63012	Declares CPR crossing of St. Redempteur Street, Hull, protected to Board's satisfaction; speed limitation of ten mph to be maintained.
		18/05/1946 67383	CPR ordered to install within 90 days two flashing light signals and one bell at St. Redempteur Street, Hull. 40% of the cost, not exceeding \$2.232, to be paid out of the Grade Crossing Fund, remaining to be paid 70% by CPR, 20% by City of Hull and 10% by Hull Electric. Cost of maintenance to be borne 70%, 20%, 10% respectively by the parties.
		08/11/1946 68137	Extends time within which CPR is required to install two flashing light signals and bell at St. Redempteur Street, Hull.
		08/02/1947 68589	Amends 67383 re. crossing of St. Redempteur Street, Hull by CPR and Hull Electric, apportionment of costs.
		29/07/1976 R-23316	CPR authorized to abandon the Hull Spur from m. 0.00 to m. 0.46 off m. 6.55 Ellwood sub. (Hull Beemer to jct with Lachute sub.
89.4	Brewery Creek	12/02/1927 38749	CP authorized to construct a 49' 6" skew deck plate girdder span at Bridge No. 89.4.

Mileage	Location	Date Number	Notes		
89.87	Montcalme Street	05/04/1910 10166	Complaint by R. Quain of Ottawa about dangerous condition of CPR crossing near Matthews Pork Factory in Hull. City of Hull is made party to proceedings and required to furnish Board with details of vehicular and pedestrian traffic over the crossing and to appear at the May sitting of the Board.		
		15/06/1910 10909	Time extension for installation of gates ordered by 10507 to 2 September 1910.		
		21/05/1918 27230	(1) Approves revised location of HER track at the corner of Montcalm Street and Chelsea Road, Hull; (2) HER authorized to construct additional track on Montcalm Street and Chelsea Road and loop on the Mountain Road, Fortier Street and Montclair Avenue in Hull; and to cross CPR at Montcalm Street.		
		05/01/1922 31966	Provided the signals are clear, CPR and Hull Electric authorized to use the crossing at Montcalme Street (Chelsea Road) without their first being brought to a stop with a maximum speed of 15 mph.		
		11/05/1922 32367	Cost apportionment for half interlocking plant and gates installed under 31726. Cost of installing and maintenance signals and derails be paid by the Hull Co.; the maintenance of the gates to be paid 80% by the CPR and 20% by the city; the cost of operating signals, derails and gates to be paid 40% by the CPR, 40% by the Hull Electric and 30% by the city.		
		10/04/1947 68807	Apportions cost of maintenance and operation of gates at crossing of Montcalm Street, Hull.		
		06/10/1966 122231	Authorizes CPR to install automatic protection in lieu of existng protection.		
		04/08/1967 125159	Amends 122231.		
		24/09/1968 R-3422	Authorizes CPR to install improved gate arms to the automatic protection at Montcalme Street, m. 6.44 Ellwood sub, formerly m. 89.87 M&O sub.		
		24/09/1968 R-3422	(1) Rescinds R-3422; (2) CPR relieved from the requirements of 12 (6) of G.O. E-6; (3) approves the installation of gate arms with alternate stripes of red and white reflectorized material, 16" wide at the crossing, in lieu of existing gate arms.		
		08/12/1969 R-7438	Approves changes in automatic protection.		
		89.9	Hull Iron and Steel Foundries sidin	17/08/1915 24089	CPR authorized to construct an industrial spur for Hull Iron and Steel Foundries. To be completed within 3 months.
				22/10/1942 62862	Authorizes CPR to construct, within 6 months, two spurs to serve Hull Iron & Steel Foundries Ltd., Hull.
89.98	Hull	23/01/1952 PC 1952-395	Approves payment to CPR of \$68,665.10 for land (490,465 square feet) for site of Printing Bureau.		
		11/02/1958 PC 1958-243	FDC is authorized to grant an easement to ON&W for construction and operation of a wye track part lots 317-68, 318-1, 319 and 321-1, Ward 1, City of Hull. in consideration of the payment by the Company of \$1.00. Verify location.		
90	Standard Paving	01/06/1928 40832	CPR authorized to construct, within 6 months, a siding to serve Standard paving at m. 90.0 in lot 260 west of Front Street.		
90.38	Aylmer Road/Tache Blvd	23/11/1916 25665	Removes statutory speed limit following accident on 8 Oct 1916.		
		11/12/1924 35884	Time extension for 35624 until 15 Jan 1925.		
		29/12/1924 35944	Bell and wigwag have been installed, removes statutory speed limit.		
		18/12/1933 50637	Approves revised installation of bell and wigwag.		
		26/06/1939 57645	Removes statutory speed limit.		
		12/01/1943 63148	Removes statutory speed limit.		
		22/01/1947 68500	Removes statutory speed limit.		
		09/09/1947 69471	Removes statutory speed limit.		
		19/05/1948 70666	CPR directed to install flashing lights, bell and short arm gates. Crossing of Waltham and M&O subdivisions to be considered as one multiple track.		
		08/03/1949 72137	Amends 70666 re. cost apportionment.		
		18/08/1949 72943	Directs that speed limitation of 15 mph be maintained by CPR on the M&O subdivision when approaching Aylmer Road crossing, Hull. Westbound trains not to exceed 15 mph when approaching crossing of Waltham subdivision and Aylmer Road. Eastbound trains not to exceed 10 mph when approaching crossing of Waltham subdivision and Aylmer Road.		
		03/10/1949 73170	Approves revised plan showing protection.		
		08/06/1965 117687	Removes statutory speed limit at Aylmer Road, CPR m. 90.4 Ottawa Terminals sub.		
90.4		14/12/1956 90446	Authorizes City of Hull to widen Tache Boulevard.		
		22/11/1963 112693	CPR required to install two flashing light signals, one short arm gate and one bell at Tache Blvd, m. 90.4, M&O sub, and m. 0.2, Waltham sub.		



Mileage	Location	Date	Number	Notes
90.4	Aylmer Road/Tache Blvd	10/06/1966	121044	Authorizes City of Hull to connect and synchronize traffic signals at the intersection of Tache Blvd and St. Joseph Blvd with automatic crossing protection at m. 90.4 M&O sub. and 0.2 Waltham sub.
		19/01/1967	123252	Approves changes to automatic protection.
		09/08/1973	R-17067	Approves changes in automatic protection.
90.77	Prince of Wales Bridge	11/11/1926	PC 1926-1817	Approves plans of alterations to bridges on the Montreal - Ottawa subdivision at m. 90.77 and 91.18.
		29/11/1926	38469	Following approval of OIC by P.C. 1817, CPR authorized to reconstruct Bridges Nos. 90.77 and 91.17, Prince of Wales Bridges.
91.17		31/03/1927	38877	CPR authorized to use and operate Bridges Nos. 90.77 and 91.18.
		29/11/1926	38469	Following approval by OIC P.C. 1817, CPR authorized to reconstruct Bridges Nos. 90.77 and 91.17, Prince of Wales Bridges.
91.25	Ottawa River Parkway	14/12/1964	116242	Authorizes NCC to construct an overhead bridge to carry the Ottawa River Parkway over the M&O sub. at m. 91.25.
		12/04/1966	120468	Makes minor amendments to 116242.
		29/05/1967	124543	CPR authorized to operate under the overhead bridge carrying the Ottawa River Parkway across its railway at m. 91.25 M&O sub.
91.54	Ottawa West yard	15/02/1930	44336	Approves clearances between the corner post of the cinder tower and the store and coal track and also between the side of the boiler house and its second outbound shop track situated within the CPR yard at Ottawa West.
91.6	Ottawa West	30/05/1930	44801	Approves relocation and details of proposed CPR station at Ottawa West.
		21/05/1940	59140	Approves less than standard clearance on CPR trackage serving the Massey-Harris Co. at Ottawa West, m. 91.6, M&O sub.