

# Ottawa and New York - by Mileage

Mileage	Location	Date	Number	Notes
0	Deep Cut	27/09/1898	PCRC	Allows the Ottawa & New York Ry. to lay a track from a junction with the Montreal & Ottawa Ry. to their freight station grounds in the City of Ottawa over certain lands of the Ottawa, Arnprior and Parry Sound Ry.
		08/06/1917	26200	NYC authorized to connect its tracks with the GTR at or near the City of Ottawa. Verify location.
0.1		09/08/1900	PC 1900-1947	Grants authority for the entry into of a lease during pleasure to the Ottawa & New York Ry. of 1.50 acres at the south eastern end of the Deep Cut as shown on plan attached. Lease to date from 1 Sep 1900 the date on which the notice to quit served on the tenant expires. Annual rental \$100. This is adjacent to and north of the OA&PS land, north of Hurdman's Bridge Road, east of King Street and follows a stream bed of water formed by leakage from the Canal.
	Mann Avenue Station	03/12/1940	60024	NYC authorized, effective Jan 1, 1941 to discontinue the operation of its trains into and out of Ottawa Union Station and to operate said trains into and out of its present freight station facilities on Mann Avenue.
		12/12/1940	60063	Approves proposed alterations to New York Central freight station at Mann Avenue, Ottawa.
0.123	Mann Avenue	01/09/1898	PCRC	Approves plan showing approach to NYC freight terminals in Ottawa.
		04/12/1906	2500	Approves Ottawa & New York Ry. application to construct its railway across Ann Street, an existing highway between the Village of Ottawa East and the City of Ottawa.
		29/10/1909	8527	City of Ottawa authorized to lay a 12" tile pipe sewer under Ottawa & New York Ry. on Gladstone Avenue between Nicholas Street and King Edward Avenue. Gladstone, formerly Ann Street, became Mann Avenue.
		07/10/1916	PC 1916-2356	A lease "during pleasure" dated 30 August 1900 was granted the Ottawa and New York Railway on the east side of the Canal at the head of Deep Cut. This lease was cancelled on 31 August 1915 and the company now desire a new lease of the land available. The land in question is not required for Canal purposes and the Minister is authorized to enter into a new lease as shown on the plan attached, being 0.805 of an acre or 35,093 square feet the rental to be \$294.78 per annum being 6% of the value of the land. This is on the corner of Mann Avenue, King Edward Avenue and Nicholas Street
0.2		18/03/1899	PC 1899-145	Authorizes the Ottawa & New York Ry. to cross certain Rideau Canal Reserve lands, namely part of lot F conc. D, Rideau Front, Nepean twp. This is done by way of a lease during pleasure to cross with two tracks only, the rental being \$50 for each track. The plan attached shows two tracks between the CAR and Hurdman's Bridge Road.
		09/04/1907	PC 1906-2311	Lease of Rideau Canal reserve to Ottawa & New York Ry. for a period of 21 years at an annual rental of \$100.00. 2 1/2 acres in part of lot F, conc. D, Rideau Front, Nepean twp.
		30/06/1928	PC 1928-1167	Rideau Canal Reserve, renew of lease to NY&O.
0.3		10/04/1899	PC 1899-654	Authorizes Ottawa & New York Ry. to take two parcels of land in Nepean which were given under mortgage to Archibald Stewart and wife.
	Junction with CNOR	06/12/1910	12751	CNOR authorized to connect its tracks with the line of the Ottawa & New York Ry. in twp. of Nepean at m. 57.17 west from Hawkesbury.
0.47	Junction with M&O	15/04/1944	64713	Recommendation to the Governor in Council for sanction of an agreement dated 1 Jan 1941 between CPR and NYC terminating an agreement dated 25 Oct 1898 and to enter into a new agreement providing for the joint use of the Montreal and Ottawa Railway between the point where the lines of the parties connect and the connection with the Ottawa, Arnprior and Parry Sound Railway near the Rideau Canal and Ann Street.

Mileage	Location	Date	Number	Notes
0.47	Junction with M&O	08/05/1944	PC 1944-3404	<p>AS recommended by BTC order 64713 sanctions agreement between NYC and CPR for joint use of facilities at Ottawa. The agreement is attached.</p> <ul style="list-style-type: none"> <li>- CP to be responsible for maintenance, pay all wages etc.</li> <li>- NYC crews to use CP rules and regulations</li> <li>- CP trains shall have preference over NYC trains of equal class but NYC trains shall have preference over CP trains of inferior class</li> <li>- NYC shall use its own engines and crews and does not have the right to stop on the joint section for the purpose of doing any express, freight or passenger business</li> <li>- CP will pick up NYC wrecks and NYC will pay the cost</li> <li>- dispute resolution</li> <li>- Joint Capital Account - present fair value \$65,000.00. Additional amounts entered as incurred.</li> <li>- Maintenance and Operations Account</li> <li>- In addition to all other payments NYC shall pay rental as compensation to CP: <ul style="list-style-type: none"> <li>(a) one half of the interest at 4 1/2% on the Capital Account</li> <li>(b) Operation and maintenance based on wheelage</li> <li>(c) \$1.00 for each train turned at Hurdman</li> </ul> </li> <li>- Agreement shall remain in effect until 31 Dec 1945 with provision for annual renewal</li> <li>- termination</li> </ul> <p>Attachments show in detail the make up of the capital value as well as depreciation etc.</p>
1.74	Hurdman	23/09/1898	PCRC	<p>Approves the junction of the NY&amp;O and the CPR (M&amp;O). NY&amp;O to provide, maintain and operate a complete interlocking plant. An interlocking plant shall be provided, maintained and operated by the CPR for the crossings of the M&amp;O and CAR by the St.L&amp;O. NY&amp;O to pay such portion of the first cost as is fairly chargeable to said junction and 1/3 the cost of operation and maintenance of the plant. CPR trains of the same or superior class to have priority in using said junction.</p>
2.43		04/12/1906	2505	<p>Approves Ottawa &amp; New York Ry. application to construct its railway across existing highways in Gloucester township.</p> <p>No. 57 (between conc. 8 &amp; 9, Ottawa Front);  No. 58 (between conc. 7 &amp; 8, Ottawa Front);  No. 59 (between lots 15 &amp; 16, conc. 7, Ottawa Front);  No. 60 (between conc. 6 &amp; 7, Ottawa Front);  No. 61 is missing;  No. 62 (between conc. 5 &amp; 6, Ottawa Front)*;  No. 63 (crossing lot 20, conc. 5, Ottawa Front)*;  No. 64 (between conc. 5, Ottawa Front and conc. 6, Rideau Front);  No. 65 (between lots 5 &amp; 6, conc. 6, Rideau Front);  No. 66 (between lots 1 &amp; 2, conc. 6, Rideau Front);  No. 67 (between conc. 3, Ottawa Front and conc. 6, Rideau Front);  No. 68 (between conc. 2 &amp; 3, Ottawa Front);  No. 69 (between conc. 2, Ottawa Front and Junction Gore);  No. 70 (between lots 12 &amp; 13, Junction Gore);  No. 71 (between lots 11 &amp; 12, Junction Gore).</p> <p>* Nos. 62 and 63 approved on condition that Ottawa &amp; New York Ry. remove obstructions to the view at the said crossings so that there shall be a clear view of the track of at least 75 feet from the crossings.</p>
2.91	Russell Road	15/10/1910	12091	Removes statutory speed limit third highway south of Rideau River, 2nd Conc. Russell Road, Gloucester twp.
		21/08/1935	52182	Removes statutory speed limit for northbound trains at Russell Road following accident on 3 Jul 1935. Maintains 10 mph for southbound trains.
		23/01/1941	60225	Removes statutory speed limit of NYC crossing of Russell Highway south of Hurdman Station, m. 2.74 Helena and Hurdman subdivision for northbound traffic following accident on 21 Dec 1940.
		17/11/1950	75579	Removes statutory speed limit following accident on 13 Oct 1950 at Russell Road, m. 123.

Mileage	Location	Date	Number	Notes
5.45	Hawthorne Interlocking	30/05/1898	PCRC	Approves application by Ottawa & New York Ry. to cross CAR at rail level at Hawthorne subject to the Ottawa & New York Ry. paying entire costs of construction and maintenance of the interlocking arrangement and \$500 to the CAR to cover the CAR costs of appearing before the Committee. The plan filed shows approval on 27 June 1898 and/or 23 September 1898.
		17/06/1898	PCRC	Authorizes installation of interlocking. Ottawa & New York Ry. shall provide, construct and thereafter maintain and operate at the said point of crossing an interlocking, derailing and signal system and all the necessary works and appliances for properly operating the same. Ottawa & New York Ry. shall pay to the CAR, within 30 days, the sum of \$500 being in payment of all costs, charges and expenses which the CAR have incurred in and about the several applications of the applicants to the Railway Committee of the Privy Council, up to and including 30 May 1898.
		19/11/1921	31795	So long as the character of movements over said crossing shown to exist continues, Ottawa & New York Ry. relieved from maintaining a signalman between the hours of 22:30 and 06:30 daily provided that the signals and derails be set clear for the GTR and against the Ottawa & New York Ry.. The key to the tower to be retained by the Ottawa & New York Ry.. This is shown as 5.3 miles west of Central Station
		29/11/1921	31845	Amends 31795 to eliminate "west" and substitute "east".
		14/03/1922	32234	Amends 31795, as amended by 31845, to provide that special movements may be made over the crossing during the hours the operators are off duty on condition that NYC arrange to have operators called to operate the signals when each special movement is made and the GTR is advised in sufficient time to allow trainmen to be advised of such special movements.
		26/10/1928	41669	So long as the character of the crossing shown to exist continues NYC is relieved from maintaining signalmen between 06:30 and 22:30 on Sundays; provided that the signals and derails be set clear for CNR and against NYC during the said hours; key of the tower to be retained by NYC; in the event of an emergency movement over the crossing on the part of the railways requiring the operation of the interlocking plant, the matter to be arranged between the companies and the operators called to protect such movements.
		28/06/1932	48800	Arrangements can be made whereby a signal can be provided at the intersection of the two railways, set for the CNR at all times when a telegrapher is not on duty, NYC granted leave to maintain one telegrapher only daily except Sunday.
		13/11/1945	66677	CNR and NYC authorized to operate through the interlocking at Hawthorne without stopping provided the signals indicate proceed. NYC trains not to exceed 15 mph when approaching and within 500' of the governing home signal.
		28/11/1946	68225	Authorizes NYC to install automatic interlocking signals in lieu of the present mechanical interlocking at the crossing with CNR at Hawthorne.
		13/06/1947	69089	CNR and NYC are authorized to operate their trains through the interlocking plant at the crossing at Hawthorne "without their first being brought to a stop: PROVIDED the signals are in the "proceed" position".
		05/03/1948	70344	Authorizes CNR to operate passenger trains at a speed of fifty mph through automatic interlocking at crossing of CNR and NYCRR at Hawthorne, provided the signals are in the "proceed" position.
		12/01/1953	80588	Authorizes CNR to make changes to permit installation of a turnout between the home and distant signals on the Alexandria subdivision as shown in NYC plan no. 9577.
		23/01/1953	80666	CNR authorized to install signals in the Ottawa area.
		17/12/1954	85195	CNR and NYC authorized to operate their trains through the interlocking at Hawthorne without their being brought to a stop, provided the signals are in the proceed position.
		12/07/1957	92032	CNR authorized to remove the diamond crossing and interlocker at the crossing with NYC at Hawthorne. Rescinds Privy Council Railway Committee order of 7 Jun 1898 and 31795, 31845, 32234, 41669, 48800, 66677, 68225, 69089, 70344 & 85195.
6.27	McEwan Creek bridge	18/01/1917	25807	NYC authorized to reconstruct bridge 6-A one mile south of Hawthorne station.
6.48	Crossing 65	10/03/1958	93828	Authorizes CNR to reconstruct the crossing of the highway and the railway formerly owned by the NYC., between lots 5 & 6, conc. 6, Rideau Front, Gloucester twp. at m. 119.5 Alexandria sub. As soon as weather conditions permit CNR shall raise the approaches to the crossing to 5%.
		25/04/1958	94208	Amends 93828 by deleting reference to "at mileage 119.5 Alexandria subdivision".

Mileage	Location	Date	Number	Notes
13.21		04/12/1906	2497	Approves Ottawa & New York Ry. application to construct its railway across the following existing highways in Osgoode twp.: No. 53 (between conc. 10 and conc. 11 and side road between lot 10 and lot 11, conc.10)*; No. 54 (between lot 5 and lot 6, conc. 10)*; No. 55 (between conc. 9 and conc. 10); No. 56 (between conc. 9 twp of Osgoode and conc. 9, twp. of Gloucester). * In the case of No. 53 and 54 and side road the right to cross is subject to the condition that the Ottawa & New York Ry. shall cut down and remove the bushes and trees so that there shall be a clear view of the track of at least 75 feet from the said crossings.
13.33	Edwards	14/12/1932	49320	NYC authorized to remove the station agent from Edwards provided a caretaker is appointed..
		28/12/1954	85255	NYC authorized to remove the caretaker at Edwards.
16.35	Black Creek bridge	25/01/1917	25833	Authorizes NYC to reconstruct Bridge No. 16-A north of Pana.
16.7		04/12/1906	2502	Approves Ottawa & New York Ry. application to construct its railway across existing highways in Russell twp.: No. 38 (between conc. 9 & 10); No. 39 (between lot "A" and lot 9, conc. 9); No. 40 (between conc. 8 & 9); No. 41 (between lots 5 & 6, conc. 8); No. 42 (between conc. 7 & 8); No. 43 (between lots 8 & 9, conc. 7); No. 44 (between conc. 6 & 7); No. 45 (between conc. 5 & 6); No. 46 (between conc. 4 & 5); No. 47 (between conc. 3 & 4); No. 48 (between conc. 2 & 3), subject to removal of warehouses situated on a siding about 50' from the main line; No. 49 (across lot 14, conc. 2); No. 50 (between lots 15 and 16, conc. 2); No. 51 (between conc. 1 & 2)*; No. 52 (between conc. 1 twp of Russell and conc. 11, twp. of Osgoode)*. * Nos. 51 and 52 approved subject to Ottawa & New York Ry. cutting down and removing the trees so that there shall be a clear view of the track at least 75' from the crossing.
26.04	Crossing 40	04/12/1930	45891	Removes statutory speed limit at third crossing south of the station at Embrun following accident on 21 Oct 1930.
27.43	Cambridge	06/05/1925	36355	NYC granted authority to withdraw the agent from the station at Cambridge and move him to the new station at St. Albert.
		09/11/1927	39837	NYC did not go through the correct procedure in applying for permission to move agent from Cambridge to St. Albert. Cambridge must remain open as an agency station despite the fact that there is a new agency station 1.44 miles to the south at St. Albert.
		09/01/1928	40142	Approves the NYC Standard Mileage Freight Tariff C.R.C. No. 3196 for the purpose of changing Cambridge, Ontario, from a non-agency to an agency station without any change of rate.
		25/01/1929	42109	NYC granted permission to remove the agent from Cambridge on condition that a caretaker be appointed.
		05/08/1931	47151	NYC authorized to remove the agent from Cambridge.
28.84	St. Albert	01/05/1925	36337	Approves the location and details of the proposed NYC station at St. Albert.
		06/05/1954	83704	NYC authorized to remove the station agent at St. Albert and amend its tariffs by eliminating the said station for the handling of less than carload shipments.
28.86	Landry's Crossing	04/12/1906	2503	Approves Ottawa & New York Ry. application to construct its railway across existing highways in Cambridge township: No. 36 (between conc. 9 and 10); No. 37 (two highways between conc. 9, twp. of Cambridge and conc. 12 twp. of Finch and between conc. 10, twp. of Russell, conc. 12, twp. of Finch).
		22/11/1915	24514	Removes statutory speed limit.
		22/01/1930	44235	Removes statutory speed limit following accident on 28 Nov 1929.

Mileage	Location	Date	Number	Notes
29.93		04/12/1906	2499	Approves Ottawa & New York Ry. application to construct its railway across the following existing highways in twp. of Finch: No. 23 (between conc. 1 and conc. 2); No. 24 (between conc. 2 and conc. 3); No. 25 (between lot 13 and lot 14, conc. 3); No. 26 (between conc. 3 and conc.4); No. 27 (between conc. 4 and conc. 5)*; No. 28 (between conc. 5 and conc. 6); No. 29 (between conc. 6 and conc. 7); No. 30 (between conc. 7 and conc. 8); No. 31 ((across lot 12, conc. 8); No. 32 (between conc. 8 and conc. 9); No. 33 (Charles Street in village of Crysler, lot 11, conc. 10); No. 34 (between conc. 10 and conc. 11)*; No. 35 (between conc. 11, twp. of Finch and conc. 10, twp. of Cambridge). * Nos. 27 and 34 are granted on the condition that Ottawa & New York Ry. shall remove the obstructions to the view at the said crossings and there shall be a clear view of the track of at least 75' from the crossing.
31.41	Crysler	06/07/1909	7498	Application by Hebert Bingham and Joseph Quenneville of Crysler and Robert Stevens and Thomas Fleming of Finch twp. and Louis A. Landry of Cambridge twp. for an order directing Ottawa & New York Ry. to rebuild its station at Crysler on the north east side of the line 1657' north west from the site of the previous station. Application was dismissed because it appeared that the location of the proposed station had been agreed upon by agreement between Ottawa & New York Ry. and Cloutier Brothers of Oct 2, 1897.
34.73	Berwick	22/08/1933	50275	NYC is authorized to remove the station agent at Berwick provided that a caretaker is appointed.
		28/12/1954	85256	NYC authorized to remove the caretaker at Berwick.
37.07	Finch Crossing	17/11/1897	PCRC	Approves application by Ottawa & New York Ry. for approval of crossing of CPR at South Finch according to the terms of the agreement between the two railways. Date of approval shown on the plan is 22 Dec 1897.
		23/03/1909	6646	CPR authorized to cross with its second track the tracks of the Ottawa & New York Ry. at Finch. CPR to submit for the approval of an engineer of the Board a plan of the changes in the interlocking plant installed at the crossing, rendered necessary by the crossing of the second track. Ottawa & New York Ry. to bear any additional expenses that may be incurred by reason of the construction and maintenance of the second track.
		17/02/1910	9610	CPR and Ottawa & New York Ry. authorized to operate their trains over crossing without their first being brought to a stop.
		09/02/1921	30648	There is no traffic on Sundays on the Ottawa & New York Ry.. As long as the character of the movements over the crossing shown to exist continues, CPR and Ottawa & New York Ry. are relieved from maintaining a signalman on Sundays to operate the crossing; the signals to be set clear for the CPR and against the Ottawa & New York Ry.; if Ottawa & New York Ry. wish to make use of the crossing, CPR shall be notified and required to have an operator on hand to take care of any necessary movements.
		20/02/1928	40369	So long as the character of the crossing shown to exist continues NYC relieved from maintaining signalman to operate the crossing from 18:30 to 08:30 daily except Sunday.; signals to be set in favour of CPR, but in the event of any special movement to be made by the NYC between 18:30 and 08:30, advice to be given to the CPR which shall have an operator on hand to take care of the special movement.
		29/07/1931	47132	Approves CPR plan showing proposed changes to the interlocking plant at Finch.
	Finch	01/08/1941	61046	Authorizes CPR to operate its passenger trains over the crossing of the Ottawa & New York Ry. at Finch at a speed not exceeding 50 mph.
		15/06/1953	81583	NYC authorized to install automatic interlocking signals in lieu of the existing protection at Finch. Speed of NYC trains limited to 20 mph at the governing approach signal.
	Finch Crossing	29/07/1954	84248	CPR and NYC authorized to operate through the interlocking at Finch, m. 74.24, Winchester sub. without coming to a stop provided the signals are in the proceed position. NYC trains limited to 20 mph when passing the approach signal.

Mileage	Location	Date	Number	Notes
37.07	Finch Crossing	23/08/1957	92367	(1) CPR authorized to remove the diamond crossing and interlocker at the crossing with the NYC at Finch; (2) rescinds PCO Railway Committee order 7293 of Dec 22-23, 1897 and orders 6646, 9610, 30648, 40369, 47132, 61046, 81583 and 84248.
37.09	Finch	13/05/1913	19265	Following hearings on complaints from Chesterville and Merrickville: (1) CPR to schedule train 30 so as to arrive at Finch to connect with Ottawa & New York Ry. train 20 due to leave Finch at 9.42 am; (2) On all occasions on which its train 30 is late and is carrying a passenger or passengers for points on or via the O&NY's line between Finch and Ottawa, CPR shall at, or before 9.42 a.m. notify the station agent of the Ottawa & New York Ry. at Finch that its train No. 30 is late, and state the number of minutes it will probably be late on its arrival at Finch, and the number of passengers desiring to make the connection with the O&NY train No. 20; (3) Upon receiving such notice, the Ottawa & New York Ry. shall hold its train No. 20 at Finch for sufficient time to permit transfer of passengers, baggage and mail from the said CPR train No. 30 to its train No. 20, provided however that if the CPR train No. 30 has not arrived at Finch by 9.55, or if the notice referred to in paragraph 2 given the agent of the Ottawa & New York Ry. states that the CPR train No. 30 will not arrive at Finch until after 9.55 am. this section shall not apply.
		27/05/1913	19465	Amends 19265 by adding "That, until further notice, the present service at Chesterville and Merrickville be continued."
		29/04/1914	21751	Follows complaint by Rev. D.A. Campbell of Green Valley. (1) Before 1 Jun 1914 CPR and Ottawa & New York Ry. to schedule trains 30 and 305 (CPR) and 20 (Ottawa & New York Ry.) at Finch at 09:52; (2) On all occasions when 30 and 305 are late and carry passengers for Ottawa & New York Ry. between Finch and Ottawa, at or before 09:52, CPR shall notify Ottawa & New York Ry. station agent at Finch stating number of minutes late and number of passengers; (3) on receiving notice Ottawa & New York Ry. to hold train 20 at Finch for a sufficient time to allow transfer of passengers and baggage, this section shall not apply if CPR trains have not arrived by 10.05 or if the notice to be given by section (2) indicates that trains will arrive later than 10:05; (4) On or before 1 Jun 1914, train 306 (CPR) and 23 (Ottawa & New York Ry.) to be scheduled to arrive Finch at 17:55; (5) If 306 is late CPR to advise, on or before 17:55, Ottawa & New York Ry. agent number of minutes late; (6) If advised 306 will be late Ottawa & New York Ry. to hold 23 sufficient time to allow transfer of passengers and baggage, provided that 306 has arrived by 18:00 or if the notice advises that 306 will not arrive at Finch until after 18:00. Rescinds 19265.
		13/06/1914	22011	Eliminates arrangements relating to trains 306 and 23 by striking out paras (4), (5) & (6) of 21751.
		04/05/1915	23657	Following complaints by the Commercial travellers Association of Brockville, (1) After 30 May, Ottawa & New York Ry. to schedule northbound morning train to arrive Finch at 09:43 and leave at 09:48; southbound and northbound evening trains to arrive Finch at 17:50; (2) After 30 May, CPR to schedule morning local to arrive at 09:45, its eastbound morning local at 09:47 and eastbound evening local at 17:50; (3) CPR and Ottawa & New York Ry. to hold their trains when necessary, if by so doing a connection will be made, up to 20 minutes after the scheduled time to leave Finch. (4) 21751 is rescinded.
		25/05/1915	23738	Amends 23657 by striking out clause (3) and substituting " That the said railway companies be and are hereby required to hold their trains when they have passengers for the connecting train, if by so doing a connection will be made up to twenty minutes after the scheduled time to leave Finch, except in the case of CPR westbound morning local, due at Finch at 09:45 which shall be held up to ten minutes after the scheduled time to depart Finch.
		16/02/1918	26996	(1) CPR is authorized to discontinue westbound local train 35, due at Finch at 9.35 am, and eastbound local train 36, due at Finch at 5.53 pm; train 19 due at Finch at 10.46 am and train 20, due at Finch at 5.02 pm to be operated in lieu thereof. (2) 23657, as amended by 23738, is suspended from Feb 24, 1918 to 28 Apr 1918.

Mileage	Location	Date	Number	Notes
37.09	Finch	21/05/1918	27241	Train service to be provided by CPR and Ottawa and New York Railways at Finch. MORNING CONNECTIONS. CPR train 30 from Perth due at 9.47 am for Montreal; Ottawa & New York Ry. train 21 from Ottawa due at 9.47 for Santa Clara; Ottawa & New York Ry. train 20 from Tupper Lake due at 9.47 am for Ottawa. AFTERNOON CONNECTIONS. CPR train 20 from Toronto due at 5.02 pm for Montreal; Ottawa & New York Ry. train 23 from Ottawa due at 5.50 pm for Tupper Lake; Ottawa & New York Ry. train 22 from Santa Clara due at 5.50 pm for Ottawa. Trains are to be held for 20 mins if there are three or more passengers for the connecting train if by doing so the connection will be made. Companies must advise the agent at Finch as to the number of passengers on their trains desiring to make the connection and the time of arrival at Finch. 23657, 23758 and 26996 are rescinded.
		02/07/1918	27392	Connections at Finch. 27241 is amended by deleting part concerning connection time and replacing with "Any one of these trains arriving first at Finch must be held twenty minutes, when necessary, to take forward passengers from a train of the other company, if by such delay, connection can be made."
		26/05/1919	28362	Connections at Finch: (1) CPR timetable effective June 1, 1919 - Perth local no. 30 due Finch 9.02 am (instead of 9.47 am), - train 35 due Finch 9.08 am, - train 36 due Finch at 5.50 pm. All SuX, is approved; (2) Ottawa & New York Ry. service approved - 21 from Ottawa due 9.47 am, - 20 from Tupper Lake at 9.47 am, - 23 from Ottawa due 5.50 pm, - 22 from Santa Clara due 5.50. (3) Any one of said trains arriving first at Finch must be held 20 minutes, when necessary, to take forward three or more passengers from a train of the other company if by such delay connection can be made with such train. (4) 27241 and 27392 are rescinded.
		26/12/1922	33248	(1) Approves CPR timetable effective 1 Oct 1922; train 30 from Perth, due 08:35, train 35 due 09:40, train 36 due 17:50 (all SuX); (2) Approves NYC timetable effective 1 Oct 1922, train 21 from Ottawa due 09:40, train 20 from Tupper Lake due 09:40, train 23 from Ottawa due 17:50, train 22 from Santa Clara (Moir?) due 17:50 (all SuX); (3) Any of the said trains arriving first be held 20 mins when necessary to take forward 3 or more passengers from a train of the other company, if by such delay connection can be made; (4) 27241, 27392 and 28362 are rescinded.
		04/01/1927	38606	Approves proposed location and details of CPR new station building and freight shed at Finch, m. 74.23.
37.21	Crossing 24	28/12/1950	75785	Removes statutory speed limit at NYC crossing first south of Finch following accident on 11 Nov 1950.
39.82		04/12/1906	2498	Approves Ottawa & New York Ry. application to construct its railway across the following existing highways in the twp. of Osnabruck: No. 19 (between conc. 6 and conc. 7); No. 20 (highway at junction of forced road and side road in village of Newington, conc. 8); No. 21 (Highway between conc. 8 and conc. 9); No. 22 (between conc. 9 twp of Osnabruck and conc. 1 twp of Finch).
41.22	Newington	07/01/1926	Judgement	Complaint by NYC that a carload of potatoes from Chambord Junction to Newington was misrouted. It was routed via Ottawa instead of Cornwall Junction. NYC refunded the consignee for the rate differential and the consignee subsequently went bankrupt. Held that there was no misrouting.
43.55	Dixon Creek bridge	29/05/1917	26163	Autorizes NYC to reconstruct Bridge No. 43-A.
	Bridge No. 43-A	24/09/1917	26567	Autorizes NYC to reconstruct Bridge No. 43-A and rescinds 26163..

Mileage	Location	Date	Number	Notes
43.57		04/12/1906	2504	Approves Ottawa & New York Ry. application to construct its railway across existing highways in Cornwall township: No. 2 (in front of conc. 1, range 2); No. 3 (between conc. 1, range 2 and conc. 2, range 3); No. 4 (between conc. 2, range 3 and conc. 3, range 4); No. 5 (across lot 17, conc. 3 range 4); No. 6 (side road on lot 18, conc. 3, range 4); No. 7 (between conc.3, range 4 and conc. 4, range 5) subject to condition that Ottawa & New York Ry. cut down and remove trees so there shall be a clear view of the track of at least 75' from the crossing; No. 8 (between conc. 3, range 5 and conc. 4, range 5); No. 9 (between lots 23 & 25, conc. 3, range 5); No. 10 (between conc. 6 and conc. 5, range 5); No. 11 (between conc. 6 and Gore "E"); No. 12 (highway known as Moulinette Road in conc. 7); No. 13 (at Harrison, conc. 7); No. 14 (between conc. 7 and conc. 8); No. 15 (cross lot 34, conc. 8); No. 16 (between conc. 8 and conc. 9); No. 17 (between lots 37 & 38, conc. 9); No. 18 (between conc. 9, twp. of Cornwall and conc. 6, twp of Osnabruck).
44.28	Northfield Station	16/06/1920	29759	Ottawa & New York Ry. ordered to erect a suitable station, including waiting room and freight shed combined at Northfield by 15 Sept 1920 with a caretaker to be appointed by 1 Jul 1920 to see that the station is kept clean, heated, ventilated and lighted when necessary for the accomodation of passengers on the arrival and departure of trains and to care for L.C.L., freight and express shipments.
		10/07/1920	29846	Time for appointment of caretaker to be appointed for Northfield ordered by 29759 extended to Sept 1, 1920.
47.47	Moulinette Road	03/10/1941	61297	Removes statutory speed limit following accident on 9 Sep 1941at NYC crossing of Moulinette Road south of Harrison Station, m. 46.50, Helena and Ottawa sub.
48.54	Black River bridge	14/11/1905	784	Cornwall twp. application for an order authorizing certain improvements upon the River aux Raisins upon and across the Ottawa & New York Ry.. Applicant authorized to enter upon the Ottawa & New York Ry. lands for the purpose of opening up the River aux Raisins which passes under the tracks of the railway.
48.71	Black River station	10/08/1929	43198	NYC authorized to remove the station agent at Black River provided a caretaker is appointed.
48.75	Crossing 11	30/09/1942	62782	Removes statutory speed limit at NYC crossing south of Black River Station following accident on 24 Aug 1942.
48.83		06/07/1934	51174	Removes statutory speed limit at crossing first south of Black River following accident on 13 Jun 1934.
54.71	Pile Bridge	13/05/1908	4747	Cornwall twp. authorized to enter upon lands of NYC for the purposes of opening up "South Branch Drain" where it passes under the tracks of the company, between lots 15 and 16, conc. 3, to deepen and enlarge the said drain. (This is 17800 feet from north bank of Cornwall Canal - measured from location plan)
54.97	Phillip's crossing	15/02/1929	42209	Removes statutory speed limit following accident on 7 Jan 1929.
		08/11/1956	90139	Removes statutory speed limit at NYC crossing at Cornwall Center mile post 72-73 (measured from Tupper Lake) following accident on 11 Sep 1956.
55.54	Highway 2	02/12/1954	85105	Authorizes Ontario Department of Highways to construct Highway No. 2 across NYC at m. 8.01 in Twp of Cornwall.
		24/11/1958	96349	Relieves NYC from any future obligations with respect to physical maintenance and operation of the protection installed under 85105, m. 8.01 Ottawa sub.
55.87	Cornwall Junction	23/09/1898	PCRC	Ottawa and New York Ry. given approval to cross Grand Trunk Ry. 1 1/2 miles west of town of Cornwall. Ottawa & New York Ry., at its own cost, to provide, construct and maintain the interlocking, signals and derailing appliances pursuant to an agreement between O & NY and GTR dated 9 May 1898.
		17/06/1908	5079	Ottawa & New York Ry. and GTR ordered to agree on joint tariffs for freight traffic interchanged at or near Cornwall which originates on or is destined to local points on the Ottawa & New York Ry.. This will replace the joint tariffs cancelled by the GTR.



Mileage	Location	Date	Number	Notes		
55.87	Cornwall Junction	02/10/1914	22661	Approves the revised arrangement of the interlocking plant at the crossing of the GTR and the Ontario & Western Railway at Cornwall Junction.		
		19/10/1914	22722	22661 amended by striking out "Ontario and Western" and replace with "Ontario and New York".		
		16/05/1929	42620	So long as the character of the crossing shown to exist continues, NYC relieved from maintaining a signalman to operate the crossing between 23:00 and 07:00 daily; the home signals and derails to be set clear for movements on the CNR and at stop for movements on the NYC.		
		07/10/1929	43539	So long as the character of movements over the crossing shown to exist continues, NYC is relieved from maintaining a signalman to operate the crossing on Sundays; home signals and derails to be set clear for movements on the CNR and at stop for the movements on the NYC.		
		31/05/1932	48690	(1) rescinds 42620 and 43539; (2) Provided the character of of the movements over the crossing shown to exist continues, NYC is relieved from maintaining signalmen to operate the interlocking plant from 18:40 to 08:40 daily and from 08:40 to 18:40 on Sundays on condition that the signals be set clear for movements on the CNR and "stop" for movements on the NYC during the hours when the signalmen are off duty.		
		24/09/1945	66504	Authorizes CNR and NYC to operate their trains through the interlocking plant at crossing with NYC at Cornwall Junction		
		23/08/1948	71088	Authorizes CNR to operate trains at a speed not exceeding fifty mph. through the interlocking plant at Cornwall Junction.		
		21/01/1949	71897	NYC authorized to discontinue the sale of tickets at Cornwall Junction.		
		11/07/1956	89195	CNR authorized to install temporary signalling for the diamond crossing with the NYC.		
		01/08/1956	89362	Authorizes CNR & NYC to operate over the diamond crossing of their railways at Cornwall.		
		10/07/1957	91991	(1) Permits CNR to remove the diamond crossing and interlocker at the crossing with the NYC near Cornwall; (2) rescinds PCO Railway Committee Order of 23 Sep 1898, 22661, 22722, 48690, 66504, 70188, 89195 and 89362. (70188 is an error, should be 71088).		
		56	CSL&R Crossing	22/09/1942	62748	(1) Authorizes Cornwall Street Railway, Light & Power Co. to construct its railway across two tracks of the Ottawa & New York Ry. at rail level; (2) Approves interlocking; (3) Ottawa & New York Ry. trains and CSRL&P trains to come to a stop and be flagged over the crossing until the interlocking has been installed and approved.
				17/03/1943	63350	(1) Authorizes Ottawa & New York Ry. to operate its trains through interlocking plant at crossing of Cornwall St. Ry. without their first being brought to a stop; (2) CSRL&P authorized to operate its trains through the interlocking after bringing them to a stop at the home signals and on receiving a "proceed" signal; (3) 15 mph speed limit on Ottawa & New York Ry. trains when approaching the crossing when within 500' of the governing home signal.
01/09/1943	63946			Approves plans showing signals installed at crossing of Cornwall SRL&P and Ottawa & New York Ry. Ry. in Cornwall.		
29/06/1955	86500			Authorizes Cornwall SRL&P Co. to make changes in the signal protection at the crossing with NYC.		
29/07/1958	95046			CNR authorized to remove the interlocker at the crossing with the NYC and the Cornwall Street Railway Light and Power Co., which was authorized by 62748, and install a stop sign on each approach to the said crossing.		
30/07/1920	29930			Interswitching arrangements with the Cornwall Street Railway Light and Power Co at Cornwall to be maintained pending decision of the Board. This temporarily suspends parts of CPR, GTR and NYC tariffs.		
56.71	Cornwall	19/09/1927	39627	Removes statutory speed limit at Second Street, Cornwall following accident on 15 Jun 1927.		
		11/03/1942	61982	Removes statutory speed limit at NYC crossing of Second Street, Cornwall following accident on 24 Jan 1942.		
		17/06/1953	81604	Removes statutory speed limit following accident on 21 Apr 1953 at NYC crossing of 2nd Street, Cornwall, m. 6.68 Helena and Ottawa sub.		

Mileage	Location	Date	Number	Notes
57	Cornwall Canal	15/07/1897	PC 1897-2083	Approves general plans of the Ottawa and New York Railway for bridge over the St. Lawrence so far as Canada is concerned and the location across Cornwall Island. These show a swing bridge over the Cornwall Canal, a bridge of 60 feet headway over the Canadian Channel above high water and a bridge of 35 feet headway above high water over the American Channel. The contemplated heights of the bridge are sufficient and the site and general plans of location and elevation are approved, it being understood that the detailed plans will be furnished by the Company.
		26/08/1897	PC 1897-2518	The plan of the bridge across the St. Lawrence which was approved by Order in Council of 15 July 1897 was submitted to the Government of the United States which resulted in a change. This reduced the number of spans from four to three and requiring the space between the piers to be 370' from centre to centre of piers instead of 270' and increasing the height above high water from 35' to 37' 6", changes which will materially improve the facilities for navigating the channels. The Minister recommended that, as there are but only 300' of the said channel within Canadian territory, and the river is shallow for the greater portion of the 300' and therefore not available for navigation, the plan of the bridge over the South Channel be approved as revised on condition that the bridge shall be raised or a draw substituted for one of the spans whenever, in the opinion of the Government of Canada the interests of commerce demand such a change.
		26/08/1897	PC 1897-2531	Approves application by Ottawa & New York Ry. for remission of duty on iron and steel bridging materials imported for use in the construction of their bridge across the St. Lawrence at Cornwall and that a refund be granted for 90% of the Customs Duty paid on the plant imported when such plant is re-exported and proof of such re-export is furnished. This is similar to treatment granted to the Niagara Falls Suspension Bridge.
		20/06/1898	PC 1898-1202	Ottawa & New York Ry. crossing of Cornwall Canal, amends Order in Council of 14 May 1898 by substituting a new plan. This was modified by the Chief Engineer of the Department of Railways and Canals with a view to the greater facility of approach in the interests of navigation; the position of the piers of the swing bridge having been shifted a few feet to the southward, this constituting the sole change. The plan is attached.
		09/10/1900	PC 1900-2393	Approves contract with the Ottawa & New York Ry. for the Canadian portion of the bridge over the St. Lawrence, a sum not exceeding \$90,000. To be completed by 1 Jan 1901. Includes detailed specifications and description as well as blueprint of bridge.
		16/10/1900	PC 1900-2433	Chief Engineer of the Department of Railways and Canals reported on 15 Oct 1900 an inspection made of the Ottawa & New York Ry. bridge across the St. Lawrence at Cornwall. The structure is well and substantially built according to the contract. The company has earned the subsidy named and the Minister is authorized to pay the full amount of \$90,000.
		13/07/1908	PC 1908-1584	Treasury Board minute 5/1584 gives authority for working the wrecking derrick and its outfit belonging to the New York and Ottawa Railway, in bond, when employed taking down bridge structure at Cornwall in order to facilitate the repairs necessitated by the recent break in the Canal in that locality - conditional upon the derrick and its outfit being exported as soon as the said bridge structure is removed.
		03/08/1908	PC 1908-1672	Approves superstructure of new swing bridge over Cornwall Canal. The Chief Engineer of the Department of Railways and Canals is of the opinion that the bridge indicated on the plans is heavier and of a better type of construction than the one destroyed.
		05/08/1908	PC 1908-1709	TB 34/1709. Ottawa & New York Ry. approves, free of duty, the admission of a temporary steel draw span for the reopening of the Cornwall bridge for traffic, provided it is returned to the United States as soon as the new span is placed in position.
		26/09/1908	PC 1908-2075	Approves plans for the substructure of new swing bridge over Cornwall Canal.
		30/11/1908	5726	NY&O applied for approval of plans showing temporary repairs to the drawbridge over the Cornwall Canal. NY&O authorized to use and operate the bridge until further order of the Board.
		18/02/1909	6213	Approves Ottawa & New York Ry. plans showing Cornwall Bridge Drawspan and foundations for bents Nos. 1 & 2.
		04/05/1909	PC 1909-951	Approves the detailed plans of the swing bridge across the Cornwall Canal at Cornwall of the Ottawa and New York Railway, taking the place of the structure destroyed in consequence of the break in the Cornwall Canal, which occurred in June 1908.
		11/05/1909	6997	Ottawa & New York Ry. authorized to construct a draw span and pivot pier on the Cornwall Canal Bridge.
		25/06/1909	7351	Approves plans showing bridge locking authorized by 6997.

Mileage	Location	Date	Number	Notes
57	Cornwall Canal	15/09/1909	PC 1909-1923	In connection with the breach that occurred in the south bank of the Cornwall Canal in June 1908, at a point where the Ottawa and New York Railway crosses that work, it becomes necessary to acquire a certain area of land at the point of crossing, 0.62 acres in extent, part of west half lot 14 Conc. 1, twp. of Cornwall and negotiations have been had with the Company for the purchase of this property, the result being an offer to sell for the sum of \$150.00. this purchase is authorized.
		07/02/1910	PC 1910-216	On 15 September 1909 an order in council was passed authorizing the purchase, for the sum of \$150.00 from the Ottawa and New York Railway in connection with the repairs to the breach in the Cornwall Canal. However, the bonds of the railway company cover all its real estate and there is no provision for releasing any portion of it. Authorizes proceedings under the Expropriation Act.
		06/10/1910	11883	Application by NYC for permission to reduce NYC interswitching charge from 2 cents per 100 lbs to 1 cent per 100 lbs on 17 carloads of cement used in April last in the construction of the canal wall at Cornwall, said shipments having originated in Hull and moved over the CPR and GTR to a connection with the NYC at Cornwall Junction. It was found that the terms of order 4988, prescribing an interchange toll of 1 cent per 100 lbs and not more than \$3 as a minimum and \$8 as a maximum per carload, were applicable to the traffic at the time it was moved and that the amount charged by the NYC in excess of the said toll was unlawful.
		01/02/1928	40299	NYC granted authority to install lights on the drawbridge over the canal at Cornwall as shown on plan dated November 11, 1927.
		07/12/1932	PC 1932-2688	Approves four plans of a passageway for vehicular traffic on the bridge of the Ottawa & New York Ry. and of the site thereof across the St. Lawrence River between the town of Cornwall and the town of Nyando, such passageway to be constructed by the Cornwall Northern New York International Bridge Corporation subject to the following condition: The Company agrees at all times, to provide and maintain at its sole cost and expense, suitable office accommodation, secure and commodious warehouse and other necessary premises, with adequate heat and light for the officers of the Department of National Revenue and of Immigration and Colonization of the Canadian Government appointed to attend the proposed bridge. The Company further agrees that all such accommodation shall be provided to the satisfaction of the proper officers of the departments concerned, and shall submit to and obtain approval of plans and specifications of the proposed structures from the departments concerned.
		03/05/1934	50983	Approves plan showing method in which it is proposed to protect traffic on the NYC bridge over the St. Lawrence at Cornwall.
		01/12/1937	PC 1937-2954	Chapter 60, 1932 gave the Ottawa & New York Ry. & NYC the right to enter into an agreement with a toll bridge company to construct a passage, floor or way for horses, carriages, automobiles and foot passengers on or in connection with the railway bridge of the Ottawa & New York Ry. across the Cornwall canal and across the St. Lawrence River. An agreement had been entered into with the Cornwall-Northern New York International Bridge Corporation under which the alterations were carried out and the bridge is now being used for the accommodation of vehicular and pedestrian traffic in combination with railway traffic. No authority has been obtained to operate the bridge over Cornwall Canal Reserve lands and the Cornwall Canal. Approves lease to Ottawa and New York Railway for privilege to maintain and operate a combined railway and highway bridge over Cornwall Canal Reserve lands and the Cornwall Canal, a total length of 377' more or less, at a point distant in a westerly direction 905' more or less from the upper hollow quoin of Lock No. 18, Cornwall Canal, for a term of 21 years from 1 December 1935 at a rental of \$10.00 per year, the lease to be renewable for two further terms of 21 years each. Sets out compensation for damages, termination, repairs etc.
		31/01/1957	PC 1957-155	Approves renewal of lease giving the right and privilege of maintaining and operating a combined railway and highway bridge over the Cornwall Canal for a further term of 21 years commencing on 1 December 1956.
57.1	St. Lawrence North Channel	15/07/1897	PCRC	Approves location of Ottawa & New York Ry. bridge over the St. Lawrence River and right of way on Cornwall Island.
		27/08/1897	PC 1897-2547	Ottawa & New York Ry. are at present building a bridge across the St. Lawrence River at Cornwall and must use the Government Canal for a distance of from one to five miles passing through one or two locks and as the rate of tolls to be collected is 20 cents per ton on stone and 15 cents per ton on sand for use of the whole system from Welland to Montreal and there is no provision for the payment of a smaller rate for a short distance as in the present case, the Minister is authorized to reduce the tolls on said articles to a fair proportion of what is charged for the use of the whole system of Canals.

Mileage	Location	Date	Number	Notes
57.1	Cornwall Canal	27/09/1897	PC 1897-2788	Treasury Board minute 1/2788 confirms Order in Council of 26 Aug 1897 directing that Customs Duties be remitted on the iron and steel bridging materials imported by the Ottawa & New York Ry. for use in the construction of their railway bridge across the St. Lawrence River at Cornwall and that a refund be granted of 90% of the customs duty on plant imported by the Company for constructing the said bridge when such material is re-exported, the Government of the United States having granted a similar remission of duties on the material entering into the said bridge purchased in Canada.
	St. Lawrence North Channel	03/11/1908	5564	Approves NYC passenger tariff C.R.C. 131 covering rates over the bridge section of the St. Lawrence Bridge at Cornwall.
		23/05/1932	48669	Approves the NYC Standard Local Passenger Tariff C.R.C. No. 583 covering charges over the bridge section of the St. Lawrence River bridge at Cornwall.
		10/12/1932	49288	Upon the approval of the Governor in Council of a plan and profile by Order in Council PC 1932-2688, Cornwall Northern New York International Bridge Corp. is authorized to construct a passageway for vehicular traffic on the bridge of the Ottawa & New York Ry. across the St. Lawrence River between Cornwall, ON and Nyando, NY.
		10/12/1932	49289	Approves tariff C.R.C. No. 1 of the Cornwall-Northern New York International Bridge Corp. covering tolls to be charged in respect of the bridge of the Ottawa & New York Ry. across the St. Lawrence river between Cornwall, ON and Nyando, NY.
		29/05/1934	51068	Authorizes Cornwall-Northern New York International Bridge Corporation to use and operate the bridge over the St. Lawrence River between Cornwall, ON and Nyando, NY.
		06/06/1934	51085	Approves Cornwall-Northern New York International Bridge Corporation tariff C.R.C. No. 1A covering tolls to be charged in respect of the bridge of the Ottawa & New York Ry. between Cornwall, ON and Nyando, NY.
		21/03/1935	51813	Approves Cornwall-Northern New York International Bridge Corporation's Tariff C.R.C. No. 2.
		22/02/1936	52797	Approves Cornwall-Northern New York International Bridge Corporation's Tariff C.R.C. No. 3.
		23/06/1942	62422	Approves proposed conditions to be printed on passes issued by the Cornwall-Northern New York International Bridge Corp. limiting its liability.
57.5	Indian Road	14/07/1897	PC 1897-1972	Ottawa & New York Ry. is authorized to take a portion of the Indian Reserve on Cornwall Island, 17.53 acres for right of way and 1.66 acres for a station making a total of 19.19 acres.
		14/02/1898	PC 1898-296	In addition to the land granted to the Ottawa & New York Ry. by Order in Council of 14 July 1897 on the Indian Reserve on Cornwall Island, the Company has now applied for certain extra widths adjoining the right of way in the holding of Joe Debo containing 2 91/100 acres. This is approved.
		04/12/1906	2501	Approves Ottawa & New York Ry. application to construct its railway across the existing highway on the Indian Reservation on Cornwall Island, known as the Indian Road.
57.9	Uscan	15/05/1943	63570	Authorizes NYCRR (Ottawa & New York Ry) to amend its tariffs by eliminating Uscan station on Cornwall Island for freight and express shipments.
		17/02/1954	83163	Authorizes the NYC to remove the station building at Uscan.
76.6	Hurdman	23/04/1934	50950	Approves changes to interlocking at the crossing of CNR and junction with Ottawa & New York Ry. at Hurdman.