

Prescott - By mileage

Mileage	Location	Date	Number	Notes
0	Broad Street	03/11/1908	5686	<p>City of Ottawa authorized to construct an aqueduct for waterworks purposes upon and across CPR lands along part of lot 39, conc. A, Ottawa front.</p> <p>(1) There shall be a cushion of at least 2' between bottom of ties and top of the arch and that reinforcing of concrete be acceptable to CPR.</p> <p>(2) Plans to be approved by CPR and the Board.</p>
		28/11/1912	18159	CPR authorized to construct a bridge to carry its proposed additional tracks across the Ottawa Water Works Aqueduct.
		25/09/1913	20423	<p>(1) City of Ottawa authorized to construct a brick and concrete sewer across the CPR Broad Street yard and under the tracks of the CPR;</p> <p>(2) the work on the CPR to be done under the supervision of a CPR engineer;</p> <p>(3) City of Ottawa to indemnify CPR for any damages;</p> <p>(4) Work to be done so as to not interfere with the operation of trains.</p>
		25/04/1914	21689	<p>Amends 20423 by adding:</p> <p>(6) all work in connection with the laying, renewing and repairing, and the continued supervision and the removal should it be abandoned be at the expense of the City. All work to be arranged with the CPR Superintendent beforehand so as not to interfere with the operation of trains;</p> <p>(7) City to maintain the sewer in good condition at all times;</p> <p>(8) Before any work is done the City shall give the local CPR Superintendent at least 48 hours notice in writing so the railway can appoint an inspector to see the work is performed in accordance with the order, wages of the inspector to be not more than \$3 per day;</p> <p>(9) City shall indemnify and save harmless the CPR against any loss, damage and expense;</p> <p>(10) Any disputes shall be resolved by the Board whose decision shall be final.</p>
		11/02/1915	Judgment	<p>City of Ottawa, in constructing its overland intake pipe, desires to carry two 51" pipes about 1,450 feet through the CPR Broad Street station. The pipes would pass under eleven tracks and be close to the CPR roundhouse that no addition to the building could be made without interfering with the pipes. In order to make the pipes safe for railway traffic they would have to be buried 10 feet and concreted but there would be water problems. In view of the high cost of putting the pipes along this route no order would be issued and the City would have to route the pipes on Bayview Road and Wellington Street.</p>
		10/11/1915	24435	Refuses application of City of Ottawa for authority to construct a double line 51" steel water pipe through, across and under Broad Street yard. BLE was represented at the hearing.
	Sachs Brothers spur	03/01/1921	30498	CPR authorized to construct, within 6 months, a spur for Sachs Brothers across Broad Street into Sachs Brothers premises situated between Broad, Oregon, Sherwood and Queen Streets, as shown on plan No. Q.O. 154 of 6 Dec 1920 filed in registry office for City of Ottawa on 24 Dec 1920.
	Ottawa West	14/08/1929	43227	Approves clearances on cinder disposal plant at Ottawa West.

Mileage	Location	Date	Number	Notes
0	Ottawa West	22/06/1961	PC 1961-915	<p>At the request of the NCC, CN has agreed to discontinue operations on, and to retire, that portion of its Bank Street line which was part of the former Renfrew sub. between Bronson Avenue and Gladstone Avenue, and which will be utilised by the NCC for a highway project.</p> <p>Such discontinuance of operations requires the leave of the BTC and CN has applied for authority to abandon its operations and to retire the aforementioned portion of line. This was conditional on access to the CN Chaudiere Yard being available by an alternate route through the Walkley Yard and on the CP Prescott sub from Walkley Diamond to Ottawa West and thence over the CN Chaudiere Branch to Chaudiere Yard.</p> <p>By letters of April 21 and May 11, 1911, from CP and CN respectively, an agreement has been made with respect to these running rights. This authorizes the entry into by CN of the agreement with CP.</p> <p>The running rights was covered under the CN-CP Detour Agreement of 2 Mar 1959.</p> <p>The train order signal at Ellwood would have to be moved to a point close to the junction switch with the Prescott and Sussex Street subs. from which point all trains will receive train orders in the hours of 07:00 to 16:00 when an operator will be on duty. A communication line will also need to be installed from the CP dispatchers line to the operator in the CN Walkley Yard office and between the hours of 16:00 and 07:00 and on Sundays CN trains would receive authorization to move over the Prescott sub. from that office. Northbound CN movements would register at Ottawa West station and all southbound movements would receive authorization for movement at the same Ottawa West office.</p>
		05/04/1968	R-1924	CPR authorized to remove station at Ottawa West at m. 4.9 Ellwood sub. and replace it with a heated shelter at m. 4.84 Ellwood sub.
		10/05/1968	R-2268	CPR authorized to remove the agent-operator at Ottawa West, m. 4.9 Ellwood sub.
0.2	West Transitway	18/05/1983	R-35215	Regional Municipality of Ottawa Carleton authorized to construct an overhead bridge to conduct the West Transitway across CPR at m. 4.82 Ellwood sub. Approves temporary less than standard clearances.
0.29	Campbell siding	01/09/1908	5259	<p>CPR authorized to construct a spur from a point on its most southerly track northwest of its stock yards on the Richmond Road, City of Ottawa, situate about 340' northeasterly from the north west side of the Richmond Road and thence north easterly and easterly through its station yard across the property of William J. Campbell and across the tracks of the GTR on the northwest side of Richmond Road to and into the property of William J. Campbell for a total length of 540'.</p> <p>(1) a Hayes derail to be installed on CPR 150' from the diamond on each side thereof and a junction semaphore installed at the diamond and a semaphore on the GTR 300' north and 500' south of the diamond, all to be interlocked.</p> <p>(2) CPR to use the branch only between 13:00 and 15:00.</p> <p>(3) CPR to rearrange the line of branch when Richmond Road Viaduct is constructed as directed by 5397 dated 23 June 1908.</p>
0.3	Wellington Street	31/01/1901	PCRC	Canadian Pacific authorized to cross Wellington Street.
		21/05/1901	PCRC	Approves additional protection and limits shunting. Verify details.
		23/06/1908	5397	CPR ordered to file by 1 Dec 1908, with the Board, a plan for the Richmond Road Viaduct. City of Ottawa ordered to file by same time specifications for the approaches, pavement, street pavements and sidewalks. After approval, CPR to build the bridge from abutment to abutment and Ottawa to construct the approaches and build the retaining walls, pave the approaches and lay the street pavement and sidewalk. Payment to be 23/36 by railway, 9/36 by Ottawa and 4/36 by County of Carleton. Work to be completed by 1 Jul 1909. CAR also a party.
		23/03/1909	6630	Approves CPR plan for proposed viaduct over Richmond Road ordered to be filed by 5397.
		26/06/1909	7360	Time for completion of work authorized under 5397 extended for 60 days from 1 Jul 1909.
		31/08/1909	7932	Time within which the works directed to be constructed by 5397 may be completed is further extended until October 15, 1909.

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0.3	Wellington Street	03/05/1910	10458	Compensation in respect of construction of Richmond Street Viaduct. (1) Compensation may be awarded, if any, to all landowners whose lands are injuriously affected by the work in question and this forms part of the cost of order of 23 June 1908. (2) CPR and GTR to pay all such landowners such compensation as may be awarded or agreed upon. (3) In the event that the parties are unable to agree the proceedings for recovery shall be pursuant to the Railway Act. (4) After the adjustment for settlement of the said compensation the railways shall be reimbursed the amount so expended by the City of Ottawa 9/36ths and County of Carleton 4/36ths.
		12/10/1910	11946	CPR authorized to use bridge over Wellington Street (Richmond Road).
		16/09/1911	14799	CPR authorized to construct the following tracks underneath the viaduct on Wellington Street: (1) a wye connection joining the Ottawa to Prescott branch with its main line, the old wye connection to be abandoned; (2) three extra tracks leading to the enginehouse and yard of the CPR Union Station.
		26/09/1922	32937	(1) CPR to keep the steelwork on the viaduct properly painted so as to guard against damage by the weather or by corrosion; (2) CPR to renew the flooring and maintain it with 4" BC No. 1 fir creosoted planking; (3) CPR to maintain structure from abutment to abutment inclusive; (4) Cost of work under (1) and (3) to be shared between CPR and GTR and Board will settle any dispute; (5) On the flooring, which the CPR is directed to renew, the City of Ottawa will place a 1" sand cushion and 4" blocks for running surface. City to maintain, at its own expense, the running surface, sidewalk and railing; (6) Approaches to be maintained by the City at its own expense.
		19/10/1922	33005	Amends 32937 by adding "2" after "1" in paragraph 4.
		24/05/1968	R-2419	Authorizes City of Ottawa to reconstruct, improve and relocate the bridge carrying Wellington Street over CPR and CNR, m. 4.71 to m. 4.80 Ellwood sub. and upon completion to remove the existing overhead bridge.
		10/07/1968	R-2744	Approves less than standard overhead clearance under the bridge carrying Wellington Street across and over the tracks of CNR and CPR at m. 4.71, Ellwood sub. and authorizes the railways to operate their engines, cars and trains on the Ellwood sub. between stations 110+00 and 114+50.
		14/08/1969	R-6458	Amends name of applicant to Regional Municipality of Ottawa-Carleton.
		01/10/1969	R-6837	CNR and CPR authorized to operate under Wellington Street, m. 4.80 Ellwood sub.
0.33	Freedman Realty siding	25/06/1962	108218	Approves clearances on proposed siding to serve Freedman Realty.
	City Centre Development siding	07/08/1962	108590	Approves less than standard clearances on proposed siding serving City Centre Development (Ottawa) Ltd.
0.4	Somerset Street	24/03/1908	4511	GTR given authority to construct tracks adjoining the Chaudiere Junction Branch in the vicinity of Somerset Street and south of Richmond Street, Ottawa and the connection thereof with the tracks of the CPR (St. Lawrence & Ottawa) at the points shown on plan filed under case No. 2911.
		08/06/1927	Judgement	OER applied for leave to appeal to the Supreme Court the apportionment of costs for the rebuilding of the Somerset Street bridge as set out in 40417. Counsel for the appellant, the City of Ottawa and the two railways will frame questions and present these to the Board for approval. Verify date.
		12/07/1927	39333	Dismisses application by City of Ottawa for an order requiring the demolition and removal of the Somerset Street Viaduct.
		13/09/1927	39561	City of Ottawa applied for an order directing construction of Somerset Street Bridge. Thomas L. Simmons, Chief Engineer appointed to inquire into the condition of the bridge from the standpoint of stability and safety.

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0.4	Somerset Street	05/03/1928	40417	(1) City of Ottawa is authorized to reconstruct the bridge carrying Somerset Street and the tracks of the OER over the tracks of the CNR and the CPR in accordance with the plans filed; (2) The bridge shall be 58 feet wide; (3) City of Ottawa near the cost of construction of the sidewalks and the paving of the roadway, the remainder of the cost to be paid 60% by the OER and 40% by the City of Ottawa; the cost of maintaining the bridge, with the exception of the wearing surface which shall be maintained by the City, shall be paid by the OER.
		05/08/1928	44462	Time extension for OER to appeal 40417 to the Supreme Court until 8 May 1929.
		17/12/1929	44058	Sets out in detail the facts that the parties agree to. Grants OER leave to appeal on following questions; (1) has the OER any obligations under the agreements with the steam railways to indemnify the steam railways with reference to liabilities as to contribution towards the cost of construction of the bridge? (2) If the answer to no 1 is "yes" does the obligation extend to the whole or part only of such cost that may be occasioned by the increased volume and the variation in character of traffic since the dates of the agreements? (3) If the obligation extends to only part of the costs, then to which parts? (4) If the OER has any obligation under the agreements to indemnify the steam railways with respect to maintenance what is the extend of that obligation?
		25/08/1966	121827	Authorizes NCC to lower the grade of Prescott sub. under the overhead bridge carrying Somerset Street over the temporary relocated and permanent relocation of the tracks, m. 0.33 and approving the less than standard overhead clearances at the said location.
		01/11/1982	R-34572	RMOC authorized to reconstruct overhead bridge.
0.49	Edwards siding	09/05/1925	36370	Approves less than standard clearances of the proposed planing mill of W.C. Edwards.
		30/12/1949	73718	Approves and authorizes less than standard clearances on canopy of W.C. Edwards siding at Ottawa West.
0.64	Consumers Gas	02/06/1966	120966	Authorizes Consumers Gas to construct, maintain and operate a low pressure natural gas steel pipe line across and over the CPR at m. 0.64.
0.67	Gladstone Avenue	16/03/1925	36193	1. City of Ottawa authorized to construct a crossing across the tracks of CPR and CNR and connecting Pine Street and Olive Streets; 2. Crossing over the CPR should be protected by an automatic bell and wigwag; 3. 25% of the cost of installation be paid out of "The Railway Grade Crossing Fund", the remainder of the cost of installation as well as ththe cost of maintenance to be borne by the City. 4. Pending the installation of the bell and wigwag the CPR crossing shall be protected by a watchman, at the expense of the City. 5. The cost of constructing and maintaining the crossing over the CPR shall be paid by the applicant, the question of cost apportionment of the cost of construction and maintenance af the CNR crossing is reserved. CPR tracks are the old Ottawa and Prescott branch and do not carry passenger trains. CNR tracks serve Booth and Eddy mills.
		03/02/1936	52739	Authorizes CPR to use and operate bridge over Gladstone Avenue, Ottawa.
		09/03/1956	88352	Removes statutory speed limit at Gladstone Avenue.
		14/06/1957	91801	Removes statutory speed limit following accident on 2 Jun 1957.
		22/04/1960	101014	Removes statutory speed limit.
		17/07/1961	105077	(1) Authorizes the NCC to construct one additional track on the Prescott sub. from a point just north of Young Street to a point approx. 600 feet north of Gladstone Avenue and four additional connecting tracks north of Gladstone Avenue to connect with the tracks of the CNR Chaudiere Branch. (2) Authorizes NCC to cross Gladstone Avenue with the additional track.
		15/04/1964	114092	Removes statutory speed limit.

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0.67	Gladstone Avenue	28/04/1966	120652	Authorizes NCC to construct a crossing to carry temporary diverted Gladstone Avenue traffic over CPR at m. 0.64.
		02/06/1966	120965	Authorizes NCC to construct an overhead bridge at Gladstone Avenue across CPR tracks in their permanent location.
		10/08/1966	121648	Authorizes NCC to construct Gladstone Avenue across the temporarily relocated track of the Prescott sub.
		30/08/1967	125409	Amends 120965 re. cost apportionment.
0.7	Barrett spur	09/05/1916	24951	CPR authorized to construct, by 15 June 1916, a spur to J.A. Barrett, m. 0.70 Prescott sub.
		15/08/1916	25267	CPR authorized to construct, within 3 months, a 65 foot extension to Barrett's siding for Charles H. Cochrane.
	Bruce Coal spur	20/01/1940	58567	Approves the installation of unloading plant of Bruce Coal Co. Ltd at Ottawa West.
		14/08/1941	61101	CPR authorized to construct, within 6 months, a branch line of railway at crossing of Breeze Hill Avenue, Ottawa to serve the Bruce Coal Company.
0.76	Queensway	14/06/1961	104741	Ontario Dept of Highways is authorized to construct the Queensway over CPR by means of an overhead bridge at m. 0.76.
		18/07/1961	105096	Approves revised drawing showing design of the Queensway to be constructed across and over the CPR by means of an overhead bridge at m. 0.76.
		08/12/1965	119264	Approves overhead clearance at Queensway overpass, m. 0.77.
		25/04/1966	120589	Authorizes NCC to construct cribwalls under the overhead bridge carrying the Queensway over the CPR at m. 0.77
0.8	General Supply branch.	09/02/1943	63247	Authorizes CPR to construct, within 6 months, an extension to branch line to serve General Supply Company of Canada at m. 0.80, Prescott sub.
0.9	GTR crossing	22/11/1892	PCRC	<p>The OA&PS (Parry Sound Company) having applied to the Railway Committee of the Privy Council for its approval of the place and mode of a proposed crossing of the StL&O by the railway of the applicant, the mode being an overhead iron bridge and the place being that shown on the plan hereto annexed marked "A".</p> <p>And the parties interested including the CP (Pacific Company) now operating the StL&O as lessee thereof having been heard before the Committee and having consented to the terms of the following order:-</p> <p>(1) On or before the first day of January AD1894 the Parry Sound Company shall construct at the said place, and shall thereafter at its cost maintain an overhead iron bridge sufficient to carry its railway above and across the said railway so operated by the Pacific Company as aforesaid, and of such strength and dimensions and of such design and material and workmanship as the Committee or any Engineer by it appointed for that purpose may from time to time direct, all its parts being at such height above the tracks of the Pacific Company as will from time to time and at all times meet the requirements of the law and of every order or direction of the Committee which may be made in respect thereof and at such distance apart as will always leave a clear opening from top to bottom of at least sixty feet at right angles for the exclusive use of the Pacific Company.</p> <p>(2) Until the said first day of January the Parry Sound Company may make and use the said crossing by an overhead wooden bridge at the said place of such design as the Chief Engineer of Government Railways may direct - the clear openings at right angles being not less than eighteen feet.</p> <p>(3) The Pacific Company is to make no claim for the use of any of the land now occupied for its right of way which may be occupied by the Parry Sound Company in constructing or using the said overhead crossing as above described.</p>

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0.9	GTR crossing	09/02/1894	PCRC	Whereas by an order dated 22 November 1892, the Railway Committee of the Privy Council approved the place and mode of crossing by the OA&PS of the StL&O (leased to the CP) the mode being an overhead iron bridge, the said bridge to be constructed on or before the 1st day of January 1894, in the meantime the use of a wooden bridge being allowed - And whereas the OA&PS have represented that they have been unable to complete the said iron bridge by the time stated, and have requested an extension of time for the completion of the same - And, having heard the applicants through their counsel at a meeting held on the 9th day of February 1894 (when counsel for the CP was also present and stated there was no objection on the part of that Company to the delay asked for being granted) and having duly considered the said application, the Committee authorizes an extension of time for the completion of the said iron bridge to the 1st day of July 1894 and the use of the present wooden structure until that date, the order of 22nd November 1892 as above being varied accordingly.
0.96	Young Street	03/11/1909	8555	Authority to construct a sewer pipe under Young Street.
		03/10/1925	36930	Standard railway crossing sign has now been erected following accident on 7 Jul 1925, removes statutory speed limit.
		30/05/1928	40817	Removes statutory speed limit at Young Street following accident on 14 Apr 1928.
		10/03/1932	48296	Cattle guard and run off fence exemption
		07/04/1961	104185	Removes statutory speed limit.
		23/08/1965	118288	(1) Approves construction of temporary connecting track between stations 78+50 and 84+50 of the temporary crossing at Young Street and the undercrossing of the Queensway; (3) temporary crossing of Young Street shall be protected by a watchman 24 hours a day.
		28/12/1966	123040	Authorizes NCC to construct a pedestrian overhead bridge at Young Street.
1.05	William Freedman spur	20/05/1920	29680	CPR authorized to construct, within 3 months, a spur beginning 277' south of mp 1.00 thence in a southerly direction into premises of William Freedman in Block F, lying between Hickory, Beech, Champagne and Railway Streets. Plan Q.O. 151 of 5 Jan 1920 deposited in City of Ottawa Registry Office on 18 May 1920 as 151936.
		11/05/1931	46629	CPR given leave to terminate agreement with W. Freedman effective 1 May 1931.
1.07	International Harvester	29/05/1947	69034	Authorizes CPR to operate over private siding of International Harvester Co. Ltd. at Ottawa.
1.1	Beech Street	18/10/1950	75400	Authorizes CNR to construct Beech Street across CPR m. 1.10, Prescott subdivision.
		07/01/1955	85314	Removes statutory speed limit.
		28/11/1956	90293	Removes statutory speed limit following accident on 14 Nov 1956.
		11/12/1956	90409	Removes statutory speed limit
		02/05/1957	91481	Removes statutory speed limit following accident on 2 Apr 1957.
		06/01/1958	93332	Removes statutory speed limit following accident on 13 Dec 1957.
		01/12/1958	96447	Removes statutory speed limit.
		23/03/1959	97419	Removes statutory speed limit.
		19/05/1959	97944	Requires CPR to install, within 3 months, two flashing lights and one bell with an additional single cross arm with two lamp units installed on the signal located in the southwest angle of the crossing at Beech Street, 0.94.

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1.1	Beech Street	24/11/1964	116054	(1) Authorizes NCC to construct a grade separation to carry Beech Street across and over the Prescott sub. in its permanent location by means of an overhead bridge at m. 0.94 and to construct a temporary crossing at Beech Street over the temporary relocated track; (3) NCC authorized to construct a temporary crossing at grade at Beech Street; (5) before temporary crossing is opened for use CPR shall relocate protection from the existing crossing; (6) during the actual period of relocation of protection the crossing shall be protected by flagging; (7) Upon completion of the grade separation and when the relocated track has been completed and opened to railway traffic CPR shall close the temporary crossing and remove the protection.
1.21	Campbell Brothers Steel	17/02/1913	18719	CPR authorized to construct a spur from m. 1.21 thence extending across Railway and Hickory Streets (not opened) into Campbell Brothers Steel. To be completed within 6 months.
1.34	Carling Avenue	13/10/1911	15059	OER authorized to place wires across CPR on Carling Avenue and near Preston Street.
		24/12/1925	37201	1. CPR ordered to install, within 90 days, an automatic bell and wigwag; 2. 25% of the installation to be paid out of "The Railway Grade Crossing Fund" and the remainder to be divided equally between the railway and the City of Ottawa, the cost of maintenance to be borne one half by the applicant and one half by the railway.
		03/04/1926	37455	The automatic bell and wigwag ordered by 37201 having been installed, removes statutory speed limit following accident on 23 Dec 1925.
		12/12/1929	43985	Removes statutory speed limit following accident on 6 Nov 1929.
		10/03/1932	48296	Cattle guard and run off fence exemption
		23/03/1946	67053	Removes statutory speed limit.
		13/11/1956	90174	Authorizes City of Ottawa to widen Carling Avenue where it crosses CPR near Preston Street.
		06/02/1957	90898	Removes statutory speed limit.
		04/06/1957	91711	Apportionment of the cost of widening Carling Avenue, CPR and City of Ottawa as authorized by 90174. Cost of two flashing light signals and one bell on the south lane to be borne by the City. 60% of the cost of the installation of two flashing light signals in lieu of the wigwag and bell shall be paid out of the Grade Crossing Fnd (not to exceed \$978.00), 25% of tghc remainder to be paid by the City and the CPR to pay the balance. 75% of the cost of maintenance and operation of the signal system to be borne by the City and the balance by CPR. Cost of maintenance of the entire crossing shall be borne equally by the CPR and the City.
		22/04/1960	101016	Removes statutory speed limit.
		22/11/1961	106287	Removes statutory speed limit.
		19/04/1963	111004	Removes statutory speed limit.
		16/03/1964	113800	Removes statutory speed limit at Carling Avenue, m. 1.20, following accident on 5 Feb 1964
		01/05/1964	114313	Removes statutory speed restriction at Carling Avenue, m. 1.20.
		09/10/1964	115637	Removes statutory speed limit at m. 1.2.

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1.34	Carling Avenue	13/11/1964	115947	<p>Authorizes NCC to construct a grade separation to carry Carling Avenue across and over the relocated CPR, m. 1.20 Prescott sub. The work to be undertaken in following sequence:</p> <p>(a) NCC to construct a temporary eastbound detour road across existing track at point B and the temporary track at point C;</p> <p>(b) CPR shall construct temporary crossings of Carling Avenue at point F and the temporary relocated track at point G;</p> <p>(c) CPR shall relocate protection from crossing at A to point B. During the actual period of relocation the crossing shall be protected by flagging;</p> <p>(d) NCC shall construct a temporary westbound detour road across the existing track at point H and the temporary relocated track at point E;</p> <p>(e) CPR shall relocate existing protection from the crossing of the westbound lane of Carling Avenue at D to the crossing of the temporary westbound detour road and the present existing track at point H. During the actual period of relocation the crossing shall be protected by flagging;</p> <p>(f) immediately prior to placing the temporary track in service CPR shall relocate the protection from crossings B and H to crossings C and E. During the actual period of relocation the crossing shall be protected by flagging;</p> <p>(g) upon completion of the overhead bridge, CPR shall relocate the protection from crossings at C and E to the crossings at G and H respectively and shall close the crossings at H, B, E and C. During the actual period of relocation the crossings shall be protected by flagging;</p> <p>(h) upon opening for traffic of the permanently relocated track CPR shall remove the protection from crossings at F and G.</p>
		06/04/1965	117203	Authorizes Consumers Gas to construct a 12-inch low pressure natural gas steel pipeline across the CPR affixed to the overhead bridge carrying Carling Avenue over the railway at m. 1.20.
		12/07/1966	112306	Amends 117203 re. cost apportionment.
		16/08/1968	R-3094	Amends 115947 re. cost apportionment.
1.48	Prince of Wales Highway	16/07/1929	42999	The trees obstructing the view having been removed, removes statutory speed limit at m. 1.5 between Ellwood and Ottawa West, following accident on 3 May 1929.
		10/03/1932	48296	Cattle guard and run off fence exemption
		06/03/1940	58795	Maintains present speed limit of 10 mph following accident on 8 Jan 1940.
		12/02/1941	60313	Speed limitation of ten mph to be maintained.
		01/11/1952	80080	Following accident on 6 Oct 1952 train speed limited to 10 mph.
		06/01/1953	80548	Restricts speed of trains over Prince of Wales Public to 10 mph following accident on 25 Nov 1952.
		29/06/1956	89135	Requiring CPR to install two flashing light signals and one bell at the Prince of Wales crossing, m. 1.34.
		12/06/1957	91785	(1) Rescinds 58795 and 60313; (2) Speed limit 25 mph over crossing.
		30/09/1957	92584	Approves plan showing protection installed at Prince of Wales Highway.

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1.48	Prince of Wales Highway	17/11/1964	115973	<p>Authorizes NCC to construct a grade separation to carry Highway 16 across and over the relocated track of the Prescott sub. by means of an overhead bridge at m. 1.34. The work to be done in the following sequence:</p> <p>(a) NCC to construct a temporary detour road at grade across the temporary relocated track at points C and B;</p> <p>(b) CPR shall relocate the existing protection from A to B. During the actual period of relocation the crossing shall be protected by flagging;</p> <p>(c) Prior to the relocated track being placed in service ,CPR shall relocate protection from B to C. During the actual period of relocation the crossing to be protected by flagging;</p> <p>(d) upon completion of the overhead bridge at E CPR shall close the temporary crossings at B and C, construct a crossing of the temporary relocated track at D. During the actual period of relocation the crossing to be protected by flagging;</p> <p>(e) Upon completion of the relocation of the protection NCC shall close the temporary road diversion;</p> <p>(f) Upon opening of the permanently relocated track CPR shall remove the temporary relocated track from crossing at D;</p> <p>(g) Upon the elimination of the crossing at D CPR shall remove the protection.</p>
		23/05/1968	R-2408	Amends 115973 re. cost apportionment
1.6	Dows Lake	28/03/1869	PC 1869-802	<p>Application by St. Lawrence and Ottawa Railway for right of way over and privilege of using that portion of the Rideau Canal Reserve, being part of lots 8, 9 and 10 at Dow's Swamp. Inasmuch as the land is not immediately required for Canal purposes the application is approved with the exception of those parts of lots 8 and 9 lying west of the proposed track which, being the only good clay bank in the vicinity are required for the service of the Canal. Right of way to be granted in consideration of the sum of \$5 per annum payable on 31 December in each year. Further grant of a leasehold renewable every 21 years until required for Canal purposes of those portions of lots 8, 9 and 10 lying east of the proposed railway tracks at a yearly rental of \$20 payable on 31 December in each year.</p>
1.64	Dows Lake Tunnel	07/11/1963	PC 1963-164	<p>NCC proposes to eliminate the existing railway level crossings at all roadways crossing the CP Prescott sub. between the Rideau River and the Ottawa River including the replacement of the existing swing bridge across the Rideau canal at Dows Lake by a tunnel under the Canal.</p> <p>This tunnel will involve lowering the railway line from a point near Carleton University to a point east of Somerset Street and the lowered railway line will pass under Colonel By Drive and the Rideau Canal.</p> <p>Approves the plan of the proposed tunnel to be constructed under the Rideau Canal at Dow's Lake.</p>
		08/01/1964	113012	Authorizes NCC to construct and approving the location of the diversion of a portion of the Prescott sub. by means of a tunnel under the Rideau Canal and Colonel By Drive.
		06/05/1964	114359	Authorizes Department of Public Works to construct a storm sewer across and under the CPR and over the top of and across the railway tunnel at Dow's Lake.
		17/09/1968	PC 1968-179	Approves an agreement with CN and CP regarding an easement in perpetuity to maintain and operate a tunnel under the Rideau Canal and Rideau Canal Reserve land and to maintain and operate a pipeline on, over and across Rideau Canal Reserve Lands for the purpose of discharging into Dows Lake, in close proximity to the tunnel, water from the pumphouse of CN and CP.
1.9	Rideau Canal Swing Bridge	12/01/1871	PC 1871-523	<p>Application by St. Lawrence and Ottawa Railway to build a swing bridge across the Rideau Canal in connection with the proposed extension to the Ottawa River. This was approved on the following conditions:</p> <p>(1) The Company shall construct and maintain abutments and piers and all works connected with the bridge and form a channel of sufficient width and depth on both sides of the centre pier and grade a towing path on both sides of the Canal across the space occupied by the bridge at its sole cost and expense;</p> <p>(2) The Company shall constantly keep men at the bridge to open it for the passage of vessels during the season of navigation and that such arrangements shall be made to ensure no delay or detention to vessels in consequence of the bridge or any of the works connected with it;</p> <p>(3) The Company shall be held strictly responsible for any damage that may arise to vessels through obstruction of the Canal whether through inattention or neglect on the part of the company or its servants - improper maintenance of the works, accident or otherwise.</p>
		21/10/1910	12053	CPR authorized to use bridges Nos. 1.9, 43.3 and 51.3, Prescott Branch.

Mileage	Location	Date	Number	Notes
1.9	Rideau Canal Swing Bridge	22/12/1913	21062	CPR authorized to reconstruct bridge No. 1.9.
		26/11/1914	22920	CPR authorized to operate over Bridge No. 1.9.
		04/04/1916	PC 1916-743	Under date of 3 March 1871 a license was granted to the St. Lawrence and Ottawa Railway, their successors, heirs and assigns, to build, maintain and occupy for the purposes of the Company, a swing bridge over the Rideau Canal at the entrance to the cut on the southerly side of Dow's Swamp. The Canadian Pacific Railway, successors to the St. Lawrence and Ottawa, now desire to construct a new substructure replacing the present old timber and cribs with a permanent structure. Approves a plan showing the proposed work.
		10/05/1916	24969	CPR authorized to reconstruct bridge No. 1.9.
		09/02/1921	30633	CPR authorized to construct an interlocking plant at bridge No. 1.9 over the Rideau Canal on condition that when a distant signal is at "stop", all trains must come to a full stop at that signal and then proceed to the home signal and there be governed by the rules covering the operation of interlocked signals.
		19/05/1949	72440	Authorizes changes to the interlocking at the swing bridge over the Rideau Canal at m. 1.9 Prescott sub, Ottawa. CPR trains limited to 10 mph. 30633 is amended to remove the requirement to come to a stop when the distant signal is at stop.
		11/07/1949	72725	CPR authorized to operate over the interlocking of the swing bridge (Serving bridge) over the Rideau Canal. Speed limit of 10 mph.
1.91	Echo Drive	10/03/1932	48296	Cattle guard and run off fence exemption
	Colonel By Drive	24/06/1940	59300	Department of Transport is authorized to change the location of the level crossing of the CPR and the road along the bank of the Rideau Canal, south of Dow's Lake, just east of the Company's swing bridge over the canal.
		01/11/1957	92826	Authorizes Federal District Commission to relocate the crossing of Colonel By Drive at m. 1.8.
		06/01/1961	103456	Removes statutory speed limit.
		07/04/1961	104184	Removes statutory speed limit at m. 1.80.
		13/07/1964	114975	Upon completion of the tunnel authorized by 113012, CPR authorized to relocate reflectorized crossing signs from m. 1.8 Prescott sub. to m. 12.68, Renfrew spur off headblock m. 58.80 Chalk River sub.
2.18		02/06/1970	R-9022	CPR exempted from provisions of 53 (1) of G.O. E-14 in respect of main track switch at m. 2.73 Ellwood sub. provided no train or engine clears the main track at the siding.
2.2	Campus Road	04/04/1968	R-1914	Authorizes Carleton University to construct an overhead bridge carrying campus road (opposite Sunnyside Avenue) across and over the CPR and CNR at m. 2.86 Ellwood sub.
		12/06/1969	R-5904	CPR and CNR authorized to operate their engines, cars and trains under the overhead bridge carrying Campus Road leading to Carleton University over their joint track at m. 2.86 Ellwood sub.
2.45	Brookfield pedestrian way	12/06/1985	R-38220	City of Ottawa authorized to widen and reconstruct crossing to allow use by maintenance and emergency vehicles.
2.54		31/08/1966	121880	Fencing exemption m. 2.54 to m. 3.05 both sides.
2.65	Rideau River	28/09/1912	PC 1912-264	Approves work to the bridge over the Rideau River at mile 2.65 which consists of replacement of the three 100' through spans by one 100' deck lattice span, two 60' deck plate girder spans and two 30' deck plate girder spans. As the bridge is in the immediate vicinity of the locks at Hogs Back on the Rideau Canal, the CPR is required to keep clear of ice the two short openings which will be left at the north and south ends of the bridge which might become jammed by ice during the spring freshets each year.
		19/11/1912	18075	CPR authorized to reconstruct bridge No. 2.65.
		21/03/1914	21531	CPR authorized to operate over bridge No. 2.65.

Mileage	Location	Date	Number	Notes
2.65	Rideau River	26/01/1967	123335	CPR authorized to reconstruct the north end of the bridge over the Rideau River.
		15/01/1968	R-1480	Authorizes CPR to operate over the northerly span of the Rideau River bridge which crosses over the Campus Road of Carleton University, m. 2.38 Ellwood sub, formerly m. 2.51 Prescott sub.
2.9	Riverside Drive	28/06/1961	104908	City of Ottawa authorized to reconstruct the overhead bridge carrying Riverside Drive over the CPR at m. 2.9.
		20/10/1961	106003	Amends 104908 regarding cost apportionment.
		30/03/1962	107562	Approves temporary less than standard clearances at Riverside Drive subway.
		14/01/1963	110069	Amends 106003 re cost apportionment.
3.08	Heron Road Overpass	06/09/1963	112054	CPR authorized to operate under the overhead bridge at m. 2.9.
		12/06/1969	R-5884	Authorizes RM of Ottawa-Carleton to construct an overhead bridge in the form of a tunnel carrying Heron Road across the joint track of the CNR and CPR m. 1.83 Ellwood sub. which will eliminate the existing level crossing.
		02/11/1970	R-10054	CNR and CPR authorized to operate under the Heron Road Overpass.
3.09	Heron Road	15/02/1960	100485	CPR required to install automatic protection at Heron Road.
		12/10/1961	105921	City of Ottawa authorized to widen Heron Road.
		13/09/1965	118441	Authorizes City of Ottawa to connect and synchronize the traffic signals at the intersection of Bronson Ave. and Heron Road with the automatic protection at CPR crossing m. 3.09.
		08/11/1965	118896	Approves changes in automatic protection at Heron Road.
		21/03/1967	123852	Approves changes to automatic protection.
		28/08/1968	R-3182	Removes statutory speed limit at Heron Road, m. 1.82 Ellwood sub.
		12/11/1968	R-3781	Approves changes in automatic crossing protection. (m. 1.80 Ellwood sub.)
		10/12/1968	R-4074	Removes statutory speed limit (m. 1.82 Ellwood sub.).
3.21	Airport Parkway	30/06/1970	R-9319	NCC authorized to construct overhead bridge to carry Airport Parkway
		26/07/1973	R-16975	CNR and CPR authorized to operate their trains under the overhead bridge.
3.25	Ellwood Diamond	13/09/1910	11723	CNOR authorized to construct its lines and tracks across the lines and tracks of the CPR near Chaudiere Junction. (1) CNOR at its own expense and under the supervision of an engineer of the CPR to insert a diamond in the track of the CPR. (2) Crossing to be protected by an interlocking plant; derails and home and distant signals to be placed in the lines of both companies on each side of the crossing; derails to be interlocked with the signals. (3) Normal position of signals on both lines be at "Danger" and that, in the movement of trains of the same or superior class over the crossing, CPR trains have priority. (4) Plans to be approved by an Engineer of the Board. (5) Man in charge of the interlocking plant to be appointed by CPR. (6) CNOR to pay the whole cost of providing, maintaining and operating the interlocking plant. (7) CNOR to install the interlocking appliances by 31 Aug 1911.
		03/10/1911	15003	Time for installing interlocking authorized by 11723 extended to 1 Jan 1912 with leave to apply for an extension if necessary. In the meantime CNOR may use the crossing under hand signals for construction purposes only until 1 Jan 1912 or as extended.
		16/12/1911	15623	Time for the installation of interlocking plant approved by 11723 is extended to 1 Jun 1912 and CNOR is granted leave to use the crossing under hand signal, for construction purposes only, until 1 Jun 1912.
		15/05/1912	16529	Time for installation of interlocking authorized by 11723 extended to 1 Sept. 1912.

Mileage	Location	Date	Number	Notes
3.25	Ellwood Diamond	31/08/1912	17383	Time for installation of interlocking extended until 1 Nov. 1912.
		19/12/1912	18345	CNOR and CPR authorized to operate over the crossing without their first being brought to a stop.
		17/08/1916	25111	CNOR authorized to construct, at its own expense, a transfer track between its railway and the CPR at mileage 247.20 near Chaudiere Junction on the Rideau subdivision as shown on plan No. 10823. That portion of order 7490, in so far as it refers to a connection with the Ottawa & Prescott Ry. at mileage 56.6 from Hawkesbury, is rescinded.
		02/12/1916	25707	CNOR authorized to expropriate additional lands required for making the connection with the CPR near Chaudiere Junction being part of lots 6 & 7, Gloucester twp. This is without prejudice to the right of Barrett Brothers and their successors in title to the lands immediately adjoining the transfer tracks to obtain access to the CPR by means of a siding from their land connecting with the lead to the said transfer tracks and between the two westerly switches thereof and upon the condition that Barrett brothers pay one half the cost of construction in order to transfer their cars from their siding to the CPR tracks.
		26/12/1916	25759	CNOR authorized to cross side road between lots 6 & 7 plan No. 31, Gloucester twp. with its tracks connecting its railway with the CPR.
		16/01/1933	49401	Amends para 5 of 11723 so that man in charge to be appointed by CNR.
		12/08/1935	52156	Relieves CPR from maintaining a signalman to operate crossing at Ellwood, Ont between 20:00 and 04:00 week days and from 04:00 to 20:00 Sundays.
		06/08/1936	53342	Authorizes CNR to install automatic crossing protection in lieu of the present mechanical interlocker at crossing over the CPR at Ellwood.
		27/10/1937	55072	Authorizes CNR and CPR to operate their trains over crossing at Ellwood without first being brought to a stop.
		19/11/1952	80228	Approves plan showing changes in the signals at interlocking plant at crossing of CNR and CPR at Ellwood.
		11/12/1952	80391	Authorizes CNR and CPR to operate their trains through the interlocking at Ellwood without first being brought to a stop.
		28/07/1966	121480	NCC authorized to construct (a) a connecting track from CPR Prescott sub. m. 3.21 to CNR Beachburg sub. m. 4.85. (b) a connecting track from CPR Prescott sub. m. 3.49 to CNR Beachburg sub. m. 4.87.
		29/07/1966	121521	NCC (CPR) authorized to operate over the connecting track between m. 3.21, Prescott sub. and m. 4.85, CNR Beachburg sub.
		02/09/1966	121905	CNR and CPR authorized to operate over the railway crossing at grade at m. 7.23 CNR Ottawa sub. and m. 3.37 Prescott sub. without their being brought to a stop provided the signals are in the proceed position. CPR limited to 20 mph between Ellwood Diamond and Walkley Diamond.
		26/10/1966	122398	Amends typo in 121905.
		18/07/1967	125009	NCC authorized to construct a temporary connecting track from m. 7.24 CNR Ottawa sub. to m. 3.15 CPR Prescott sub. at Ellwood Diamond. Switch tender to be on duty at all times to handle manual switches under the direction of the Train Dispatcher. Imposes speed restriction of fifteen miles per hour between the governing signals of the interlocking.
		02/08/1967	125155	Approves operation over temporary connecting track from m. 7.24 Ottawa sub. to m. 3.15 Prescott sub. authorized to be constructed by 125009.
3.54	Brookfield Road	02/06/1932	48699	Removes statutory speed limit following accident on 7 Apr 1932.
		25/10/1938	56582	Removes statutory speed limit.
		01/02/1960	100361	CPR required to install automatic protection at intersection of Brookfield Road and Junction Avenue, m. 3.54.
		25/01/1967	123309	Approves changes in automatic protection.

Mileage	Location	Date	Number	Notes
3.54	Brookfield Road	12/11/1968	R-3782	Approves changes in automatic protection at m. 1.35, Ellwood sub.
3.6	Bridge No. 3.6	14/07/1914	22203	CPR authorized to reconstruct Bridge No. 3.6 near Chaudiere Junction.
		05/02/1915	23257	CPR authorized to use bridge No. 3.6 near Chaudiere Junction.
4.17	Walkley Road	13/09/1966	122002	CPR required to install protection.
		07/10/1968	R-3530	Approves changes in automatic protection at Walkley Road, m. 0.72 Ellwood, formerly m. 4.17 Prescott sub.
		15/04/1969	R-5232	Authorizes City of Ottawa to construct a pedestrian walkway on Walkley Road to cross CNR and CPR at m. 0.72 Ellwood sub. and m. 0.35 Ellwood Spur.
		15/05/1969	R-5610	Removes statutory speed limit.
		28/07/1971	R-12272	Authority to construct an overhead bridge to carry Walkley Road over the joint tracks of CPR and CNR at m. 0.72 Ellwood sub. Construct a diversion of Walkley Road with temporary crossing
		30/09/1971	R-12689	Amends R-12272 re. cost apportionment re. moving Bell Canada and Ontario Hydro facilities.
		25/07/1972	R-14596	Amends R-12272 by changing reference to plans.
		11/04/1973	R-16349	CNR and CPR authorized to operate under the overhead bridge.
		15/10/1975	R-21455	Amends R-12272 re. cost apportionment.
		23/01/1978	R-26239	Amends R-12272 re. cost apportionment.
4.5	Walkley Diamond	22/07/1955	86625	Authorizes CNR and CPR to operate through the interlocking at the crossing of CPR and CNR Federal District's connection, from Hawthorne to Wass, near m. 4.5 CPR Prescott sub. without their first being brought to a stop.
		18/10/1960	102657	Approves plan submitted by NCC showing the location of their connecting track east of the CPR Prescott sub. and north of the CNR Walkley line.
		16/06/1961	104769	CNR authorized to make signal changes to the Walkley interlocking.
		06/12/1961	106461	CNR authorized to operate over the connecting track east of the CPR Prescott sub. and north of their Walkley Line, authorized by 102657 of 18 October, 1960.
		29/12/1965	119465	Authorizes the NCC to relocate the signal west of the diamond crossing of the CNR Walkley Line and the CPR Prescott sub.
		29/07/1966	121523	NCC, on behalf of CNR and CPR is authorized to operate over the connecting track east of its Prescott sub. and north of the NCC Walkley line.
		02/08/1966	121544	National Capital Commission (CNR & CPR) authorized to operate through the interlocking at the Walkley Diamond without their first being brought to a stop provided the signals are in the proceed position.
		17/01/1967	123164	Upon reading Order in Council PC 1960-159 of 11 February 1960 authorizes connection between CPR Prescott sub., m.4.90 and m. 3.72 NCC Walkley Line. This is the connection in the south east quadrant.
		18/10/1967	R-330	CNR and CPR authorized to operate on connecting track between m. 4.90 Prescott sub. and m. 3.72 NCC Walkley Line, authorized by 123164.
5.6	Hunt Club Road	16/12/1959	99981	Removes statutory speed limit.
		25/01/1960	100301	CPR required to install automatic protection at Hunt Club Road.
		24/09/1969	R-6784	Removes statutory speed limit.

Mileage	Location	Date	Number	Notes
5.6	Hunt Club Road	16/11/1971	R-13067	Authority to construct a subway to carry Hunt Club Road under CPR; CPR to construct temporary diversion to permit construction of the subway.
		08/01/1973	R-15659	Amends R-13067 by changing reference to plans and cost apportionment..
		08/08/1975	R-21096	CPR authorized to operate on subway structure.
		28/04/1977	R-24732	Amends R-13067 re. cost apportionment.
6.15	Uplands Spur	28/01/1942	61792	Dismisses CPR application to build a branch line from m. 6.15 Prescott sub to Department of National Defence (RCAF) No. 2 Service Flying Training School and Ottawa Car, Aircraft Department, Assembly Plant at Uplands.
6.88	Lester Road	13/10/1987	R-41165	City of Gloucester authorized to construct crossing, CPR to install flashing lights and bell.
7.35	Approach Lighting Access Road	22/01/1963	PC 1963-89	Approves agreement with CPR covering a private railway crossing to serve the Approach Lighting System at Uplands Airport.
8.17	Regional Road 14	10/02/1972	R-13584	CPR to install, within 10 months, flashing lights and bell.
9.42	Gloucester	18/07/1911	14496	CPR authorized to construct a temporary station or shelter at mileage 9.4 from Ottawa (Gloucester) on the Ottawa and Prescott branch.
		14/06/1960	101478	CPR authorized to remove the shelter at Gloucester.
9.52	Armstrong Road	27/01/1970	R-7835	Gloucester twp. authorized to improve crossing and CPR to install automatic protection.
10.91	Gordon Side Road	09/12/1964	116219	Authorizes twp. of Gloucester to reconstruct Gordon Side Road at m. 10.91.
11.12	Bowesville Road	20/01/1970	R-7764	CPR to install automatic protection.
12.3	Town Line Road	26/01/1959	96938	Removes statutory speed limit.
		09/02/1960	100443	Removes statutory speed limit.
		22/10/1962	109316	Removes statutory speed limit.
		17/05/1963	111248	Requires CPR to install automatic protection at County Road 7, m. 12.3, Manotick.
		21/08/1963	111959	CPR authorized to relocate reflectorized crossing signs from m. 12.3 to m. 0.70 Dominion Magnesium Spur, headblock m. 67.33 Chalk River sub.
		28/08/1972	R-14792	RMOC authorized to make changes to automatic protection based on a design speed of 45 mph.
		23/01/1986	R-38964	Removes statutory speed limit following accident on 21 Dec 1985.
12.57	Manotick	29/04/1987	R-40606	Approves changes to protection.
		08/07/1931	47025	CPR authorized to remove the agent from Manotick 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.
		17/12/1931	47856	Order 47025 is amended by striking out the words "to sell tickets and".
		15/06/1961	104755	CPR authorized to remove the station agent at Manotick provided a caretaker is appointed.
12.94	Concession Road	23/07/1969	R-6271	CPR Customer Service Center also allowed removal of caretaker at Manotick.
		19/05/1924	35107	Removes statutory speed limit following accident on 15 Dec 1923 in which four young girls were killed and two boys injured.
		13/07/1976	R-23206	Removes statutory speed limit following accident on 23 Jun 1976.

Mileage	Location	Date	Number	Notes
12.94	Concession Road	17/04/1980	R-30711	CPR to install, within 12 months, flashing lights and bell.
		13/09/1982	R-34354	Amends R-30711 re. cost apportionment.
13.77	Gough Road	03/03/1980	R-30508	Osgoode twp. ordered to improve vision by lowering embankments and removal of brush on private property.
13.95	Side Road	14/01/1933	49451	Cattle guard exemption.
15.8	Crossing	14/01/1933	49451	Cattle guard exemption.
	16	14/01/1933	49451	Cattle guard exemption.
16.77	Flag Station Road	03/03/1980	R-30509	Osgoode twp. ordered to improve vision by removal of brush and trees on private property.
		20/11/1981	R-32982	Amends R-30509 re. cost apportionment.
16.96	Bray	07/07/1960	101686	Canadian Pacific Ry. is authorized to remove the station shelter at Bray.
18.15	Doyle Road	03/03/1980	R-30493	Osgoode twp. ordered to improve vision by removal of brush on private property.
18.9	Regional Road 6	10/06/1971	R-11911	RMOC authorized to construct Regional Road 6 across CPR.
19.5	Cabin Road	03/03/1980	R-30503	Osgoode twp. ordered to improve vision by removal of brush on private property.
		19/11/1981	R-32980	Amends R-30503 re. cost apportionment.
	20 Ballast Pit spur	14/10/1913	20550	Osgoode twp. authorized to construct, at its expense, a crossing over the CPR Ballast Pit spur.
20.23	Main Street, Osgoode	18/12/1933	50631	This follows a fatal accident on November 16, 1933 due to a team of horses getting out of control. Crossing will be sufficiently protected provided standing cars on the siding north of the crossing are kept back in line with the south end of the building located on the east side of the said siding; that standing cars on the siding south of the crossing be kept back a distance of at least fifty feet from the crossing and that whenever such siding is occupied by a standing train when a movement is going to take place on the main line, one of the members of the train crew act as a flagman to protect the public.
		16/06/1948	70787	Directs CPR to install two flashing light signals and one bell at crossing at Osgoode.
		20/12/1949	73679	Rescinds 70787 because community has difficulty in funding its share of the projection. The crossing continues to be protected by 50631.
		29/01/1963	110249	Removes statutory speed limit.
		28/10/1963	112478	Requires CPR to install automatic protection.
		10/12/1963	112803	Approves revised plan showing protection as installed.
20.43	Osgoode	22/04/1911	13486	Authorizes CPR, acting for the St. Lawrence and Ottawa, to construct a No. 11 modified station at Osgoode.
		23/07/1969	R-6271	Implementation of CPR Ottawa Customer Service Centre. Removes station agent at Osgood.
20.5	Crossing	24/08/1951	77243	Removes statutory speed limit following accident on 25 Jul 1951, provided standing cars on the siding north of the crossing are kept back in line with the south end of the buildings located on the east side of the said siding; and that whenever such siding is occupied by a standing train, when a movement is going to take place on the main line, one of the members of the train crew act as a flagman to protect the public.
20.53	Boyd Brothers siding	26/07/1921	31315	CPR authorized to construct, within 3 months, a siding for Boyd Brothers at m. 20.53 in the village of Osgoode as shown on plan dated 3 May 1921 and deposited in registry office for Carleton County on 19 Jul 1921.
		07/05/1926	37587	CPR authorized to construct, within 6 months, an extension to Boyd Brothers branch line.
20.86	Nelson Street	04/03/1980	R-30526	Osgoode twp. ordered to improve vision by removal of brush and trees on private property.

Mileage	Location	Date	Number	Notes
20.86	Nelson Street	19/11/1981	R-32979	Amends R-30526 re. cost apportionment.
21.22	Nixon Drive	04/03/1980	R-30525	Osgoode twp. ordered to improve vision by removal of brush and trees on private property.
		12/11/1981	R-32956	Amends R-30525 re. cost apportionment.
21.4	Concession Road	07/04/1910	10122	Removes statutory speed limit.
22.48	Regional Road	03/03/1980	R-30494	Osgoode twp. ordered to improve vision by removal of brush on private property.
		19/11/1981	R-32975	Amends R-30494 re. cost apportionment.
		29/07/1982	R-34162	CPR to install, within 12 months, flashing lights and bell.
		27/03/1985	R-37917	Amends R-34162 re. cost apportionment.
22.93	Boundary Road	04/03/1980	R-30527	Osgoode twp. ordered to improve vision by removal of brush and trees on private property.
		19/11/1981	R-32977	Amends R-30527 re. cost apportionment.
24.6	Nine Mile Road	18/04/1913	18958	CPR ordered to divert Nine Mile Road, lot 6 & 7, conc. 9, South Gower Twp. along the east side of its railway to a connection with the road between twps of North Gower and South Gower. To be completed by 15 July 1913.
		04/09/1913	20267	Time extension for completion of 18958 to 1 Nov. 1913.
		24/09/1913	20409	Authority to take land without the consent of the owner for diversion of Nine Mile Road.
		03/11/1913	20721	Time extension for completion of 18958 to 1 Dec. 1913.
		02/04/1975	R-20352	CPR to install, within 10 months, flashing lights and bell.
		19/10/1977	R-25666	Amends R-20352 re. cost apportionment.
24.75	Sabourin	06/09/1960	102244	CPR authorized to remove the station shelter at Sabourin, m. 24.6 Prescott sub.
24.8	Concession Road	23/06/1919	28461	Subject to the condition that any cars stored on the siding shall be kept at least 200' from the road allowance, CPR authorized to construct an extension to passing siding across Concession Road between concs. 2 & 3, South Gower twp.
25.36	Highway 416	19/08/1970	R-9568	Ont. Dept. of Highways authorized to construct Highway 416 at grade across CPR. CPR to install flashing lights and bell.
28.18	Highway 43	05/03/1912	16083	Twp. of South Gower authorized to construct a highway across CPR at m. 28.05. To be completed by 1 Jun. 1912.
		30/12/1963	112934	Requires CPR to install automatic protection.
		05/02/1964	113394	Authorizes CPR to relocate reflectorized crossing signs from m 28.18, Prescott sub. to m. 2.82, Renfrew Spur (old Kingston sub).
		18/02/1975	R-20148	Approves changes to automatic protection.
28.35	Crossing	15/07/1959	98524	Authorizes United Counties of Leeds and Grenville to construct County Road across CPR at m. 28.35, Prescott sub.
28.93	Main Street, Kemptville	20/11/1957	92962	Removes statutory speed limit following accident on 26 Oct 1957.
		07/04/1961	104186	Removes statutory speed limit.
		12/07/1973	R-16918	CPR required to install, within 10 months, flashing lights and bell.
29	Kemptville	23/07/1969	R-6271	Implementation of CPR Ottawa Customer Service Centre. Removes station agent at Kemptville.
29.1		02/02/1909	6180	Dismisses complaint by Dominion Concrete of the failure of CPR to refund \$196.52 paid the railway on account of the construction of a siding to its right of way to connect with the private siding of the complainant's industry in Kemptville.

Mileage	Location	Date	Number	Notes
29.1	Kemptville	16/05/1929	42624	CPR authorized to relocate its station at Kemptville.
29.16	Van Buren Street	10/03/1932	48296	Cattle guard exemption.
		12/08/1947	69356	Removes statutory speed limit following accident on 5 Jul 1947.
		02/05/1950	74424	Authorizes CPR to construct a siding across Van Buren Street, Kemptville.
		14/05/1953	81386	Removes statutory speed limit of CPR crossing near station at Kemptville.
		23/02/1959	97202	Removes statutory speed restriction following accident on 25 Jan 1959.
		06/10/1966	122214	Authorizes CPR to install automatic protection.
29.3	Village Street	16/10/1974	R-19499	Approves changes to automatic protection.
		10/03/1932	48296	Cattle guard exemption.
29.84	Highway 16	10/03/1932	48296	Cattle guard exemption.
		16/12/1958	96579	Authorizes CPR to install automatic protection.
30	Prince of Wales Highway	31/01/1975	R-20065	Approves changes to automatic protection.
		10/03/1932	48296	Cattle guard exemption.
30.57	Crossing	18/07/1932	48885	Removes statutory speed limit following accident on 31 May 1932.
		29/01/1973	R-15846	Removes statutory speed limit following accident on 4 Dec 1972.
30.6	Bedell	29/10/1915	24380	23671 is rescinded CPR authorized to stop its trains Nos. 33 and 34 at Kemptville.
		24/02/1919	28117	Approves plan X-2-244-3, dated 6 Feb 1919 showing interlocking plant proposed to be installed at Kempton where Winchester sub crossed Prescott sub at m. 103.08.
		12/06/1919	28430	Approves the use of the interlocking between the CPR Prescott Branch by its main line at Kempton, mileage 103.08.
		17/03/1932	48344	Refuses CPR application for authority to remove the derrails at the interlocking.
		04/11/1937	55137	Authorizes CPR to remove derrails at interlocking plant at crossing of its Prescott and Winchester subdivisions at Bedell provided the speed of trains operated over the diamond on the Prescott subdivision be limited to a rate not exceeding 20 mph.
		08/06/1967	124659	Approves changes to the signal system and removal of the diamond at m. 103.2 Winchester sub. and m. 30.6 Prescott sub.
		23/07/1969	R-6271	Implementation of CPR Ottawa Customer Service Centre. Removes station agent at Bedell.
31.67	Crossing	02/11/1970	R-10061	Approves changes to signals. This replaces the interlocking plant with Automatic Block Signalling.
		11/06/1973	R-16723	Removes statutory speed restriction following accident on 6 Apr 1973.
		07/07/1976	R-23146	Oxford on Rideau twp. authorized to improve crossing.
32.75	McGovern Road.	28/01/1974	R-17975	Removes statutory speed limit following accident on 24 Dec 1973.
		04/02/1974	R-18048	Oxford twp. authorized to reconstruct crossing.
		22/08/1986	R-39693	Rescinds R-18048.
35.02	County Road 20	05/05/1967	124341	Counties of Leeds and Grenville authorized to widen and improve road.
		24/04/1978	R-28753	CPR to install, within 12 months, flashing lights and bell.

Mileage	Location	Date	Number	Notes
35.02	County Road 20	09/04/1981	R-32094	Amends R-28753 re. cost apportionment.
35.07	Oxford	23/07/1969	R-6271	CPR Customer Service Center allowed removal of caretaker at Oxford.
37.03	Crossing	30/08/1929	43310	The work of removing the brush having been completed, removes statutory speed limit at crossing at m. 37.03 following accident on 9 Dec1928.
39.27	Groveton	17/03/1914	21499	CPR ordered to erect a shelter for the accommodation of passenger traffic at Groveton before 1 Jun 1914.
42.5	County Road 21	22/07/1912	17106	CPR, as franchisee of St.L&O, authorized to construct an additional track across the public road at Spencerville.
		17/01/1921	30569	Following accident on 5 Oct 1920 removes statutory speed limit at crossing 335' south of Spencerville station.
		19/01/1955	85376	Removes statutory speed limit following accident on 13 Dec 1954.
		13/11/1969	R-7229	Removes statutory speed limit.
		07/04/1970	R-8478	CPR to install flashing lights and bell.
		22/06/1970	R-9243	Amends R-8478 re. cost apportionment.
42.59	Spencerville	08/06/1927	39154	Approves proposed relocation of station at Spencerville.
		13/09/1961	105642	Canadian Pacific Ry. authorized to remove the station agent at Spencerville provided a caretaker is appointed.
		28/04/1965	117368	Canadian Pacific Ry. authorized to remove the caretaker and close the station at Spencerville.
42.66	Crossing	22/01/1917	25816	Removes statutory speed limit at crossing 150 yards south of Spencerville Village station.
43.3	Little Nation River	03/07/1908	4958	CPR authorized to construct bridge No. 43.3.
		21/10/1910	12053	CPR authorized to use bridges Nos. 1.9, 43.3 and 51.3, Prescott Branch.
44.54	Glen Smail Road	31/03/1983	R-34999	Removes statutory speed limit following accident on 14 Jan 1983.
		07/01/1986	R-38853	CPR to install, within 12 months, flashing lights and bell.
46.36	Domville	05/01/1914	21156	Following an application by John Newman of Spencerville, CPR ordered to erect a shelter at Domville Flag station. To be completed by 1 Mar 1914.
49.71	Crossing	22/09/1955	86996	Removes statutory speed limit at m. 49.73 following accident on 25 Aug 1955.
		27/05/1957	91635	Removes statutory speed limit at m. 49.73, Prescott sub.
		14/09/1959	99119	Removes statutory speed limit.
		09/02/1960	100441	Removes statutory speed limit at m. 49.73.
49.73	Highway 401	21/04/1952	78794	Removes statutory speed limit following accident on 14 Mar 1952.
		25/04/1960	101038	Authorizes Ontario Department of Highways to construct Highway 401 across CPR by means of an overhead bridge at m. 49.73.
		23/02/1961	103862	Approves temporary less than standard clearances of the overhead bridge being constructed at m. 49.73.
		06/03/1962	107314	CPR authorized to operate under the overhead bridge of Highway 401 at m. 49.73.
		16/03/1962	107430	Amends 101038 re apportionment of costs.
		30/04/1963	111102	Authorizes CPR to relocate reflectorized crossing signs from m. 49.73 to m. 2.95 Carleton Place sub.
49.8	Highway 2	28/10/1947	69664	Authorizes Ontario Department of Highways to construct diversion of Highway 2 across CPR at m. 49.8, Prescott subdivision.

Mileage	Location	Date	Number	Notes
51	Prescott	27/03/1972	R-13833	(1) approves CPR deviation between m. 51.0 and the end of track 1,487' beyond m. 51.6 including yard trackage and two bridge spans over highway 2; (2) deviation shall include 25 car run around track at m. 50.1 and the construction of team track facilities on the southerly 500' of the remaining trackage at m. 51.6;
51.3	Wexford Road	10/04/1908	4594	CPR authorized to reconstruct bridge 51.3.
		21/10/1910	12053	CPR authorized to use bridges Nos. 1.9, 43.3 and 51.3, Prescott Branch.
		03/10/1939	58055	Authorizes Department of Highways to reconstruct existing subway under the CPR on King's Highway near Prescott.
		20/08/1940	59528	Rescinds order 58055 which authorized Department of Highways to reconstruct existing subway under the CPR on King's Highway near Prescott.
51.76	Prescott	14/02/1908	4348	CPR authorized to construct a ferry apron to be used in connection with the ferry slip at Prescott.
		24/11/1911	15472	CPR required to reinstate rate of 15 cents per net ton minimum \$3 per car, for service of switching yards at Prescott cars containing coal and coke received from New York Central and Hudson River RR.
		23/03/1923	Judgement	Application of Messrs. Guy Tombs of Montreal for a ruling of the Board in the matter of switching charges assessed by CPR at Prescott on cars of coal from Ogdensburg, N.Y for furtherance to Mille Roches, Ont. It was determined that this charge is part of the through rate and in no way is subject to the terms of the Interswitching Order.
		04/03/1925	36134	Complaint by James Buckley Estate against 100% increase in CPR switching charges at Prescott. Decided that the CPR is not justified in making this increase. CPR is directed to establish a switching charge of 30 cents per net ton (this is a 50% increase).
		30/08/1929	43319	Department of Public Works authorized to construct trackage between the main lines of CNR and CPR and the grain elevator to serve the Grain Terminal Elevator.
		13/02/1941	PC 1941-108	On 14 February 1929 DPW, CN and CP entered into an agreement respecting the construction of certain yard and trackage facilities at or near the grain transshipping Terminal constructed by DPW at Johnstown Bay on the St. Lawrence River near Prescott. The grain transshipping facilities have now been turned over to the NHB. Authorized NHB to enter into an agreement with CN and CP. The agreement is attached.
		15/08/1946	67779	Approves relocation of 20,000 gal horizontal storage tank and two additional 20,000 horizontal storage tanks, pipe lines, warehouse, tank wagon loading rack, fence and other facilities of McColl-Frontenac Oil Co. Ltd. near CPR tracks at Prescott.
		01/03/1951	PC 1951-946	Approves plan and site of existing pile clusters and pile clusters proposed to be constructed in the St. Lawrence River, in front of lots 37 and 38, Concession 1, Edwardsburg twp., by CPR at Prescott subject to the condition that lights be installed on pile clusters on each end of the row of piles at "C" and "E".
		23/07/1969	R-6271	Implementation of CPR Ottawa Customer Service Centre. Removes station agent at Prescott.