

Orders of General Application - Beachburg

Identifier	Date	Notes
8316	13/10/1909	Approves location of CNOR railway through twps. of Goulbourn and Marlborough, Carleton County, m. 17 to m. 29 (assume from Ottawa).
11724	13/09/1910	Approves location of CNOR line of railway through Gloucester twp. from m. 0 to m. 5.3.
13014	07/02/1911	CNOR authorized to divert the road allowance between conc. "A" and conc. 1, Ottawa Front, twp. of Nepean, at the point shown on the plan; the land necessary for the diversion to be conveyed by CNOR to twp. and the diagonal portion shown on the plan to be forever closed as a highway and conveyed by the twp. to the CNOR. Verify location.
14867	19/09/1911	Dismisses CNOR application to divert private roadway for C.H. & B. Billings, Junction Gore, twp. of Gloucester.
15347	13/11/1911	Upon application by the Ottawa and Gloucester Road Co. 12818 is amended by providing for the crossing of the highway in lot 3, conc. 5, twp. of Gloucester without diverting the highway. Verify location and subdivision.
17334	28/08/1912	CNOR authorized to construct across public road on lot 12, range 2, Clarendon twp., station 348+70.
17341	29/08/1912	CNOR authorized to construct across highways: (1) between lots 14 & 15, conc. 6; (2) on lot 14, conc. 6; both in Field twp. Nipissing district. Verify location.
17344	31/08/1912	Approves revised location of CNOR line through twps. of Alice and Frazer, m. 208.6 to m. 218.4 from Montreal.
17583	24/09/1912	CNOR authorized to construct across public road between twps. of Field and Springer, Nipissing District. Verify location - is this west of Brent?
17582	24/09/1912	CNOR authorized to construct across and divert public road on lot 2, conc. 4, Crerar twp., Nipissing district. Verify location - is this other side of Brent?
19402	29/05/1913	CNOR authorized to construct across public road between lots 32 & 28 concs. 1 & A twps of Stafford and Alice. Verify location.
19401	29/05/1913	CNOR authorized to construct across highways in Stafford twp., Renfrew County. #1 between lots 30 & 31, conc. 1; #2 between lots 31 & 32, conc. 1. Verify location.
19428	30/05/1913	CNOR authorized to cross highways in Pembroke twp.: #1 between lots 5 & 6, conc.1; #2 between lots 3 & 4, conc.1.
PC 1913-1571	23/06/1913	Authorizes Minister of Transport to enter into an agreement for construction under subsidy of a line between Ottawa and Port Arthur.
19871	22/07/1913	CNOR authorized to construct its railway across and divert the road under the Mississippi River bridge in lot 22, Fitzroy twp. at station 1812+87.5. Verify location.
20716	03/11/1913	CNOR authorized to take land without the consent of owner, S. Reid Learmouth to carry out diversion authorized by 19871. Verify location (Mississippi River bridge in lot 22, Fitzroy twp.).
PC 1915-1639	14/07/1915	Time extension for completion of the line from Ottawa to Port Arthur for a year until 1 August 1916. The work remaining to be completed and amounting to about 6% of the whole consists mainly in completing train filling, ballasting, fencing, some bridges and trestle work, and work in connection with the water service, stations, buildings and Divisional yards. Work on all of the items enumerated above is well advanced and progressing rapidly and the progress of the work as a whole covered under the subsidy contract may be said to be in its final stage.

Identifier	Date	Notes
PC 1916-407	25/02/1916	The Chief Engineer for the Department of Railways reports the results of an inspection for subsidy purposes of the line from Ottawa to Port Arthur for subsidy purposes. Total length of the line, exclusive of 7.6 miles of the Hutton Branch between Capreol and Sellwood Junction, is 894.48 miles. Revised estimate of cost is \$40,477.500 or \$45,200 per mile and the inspection shows that the expenditure on construction to September 30th, 1915 has been \$39,311,911 or 97.12% of the total estimated cost. Authorizes Minister of Transport to pay 97.12% of \$10,733,760.00 (the maximum amount payable for 894.48 miles at \$12,000 per mile) or the sum of \$10,424,627.71 from which should be deducted all previous payments on account of this subsidy.
PC 1916-1096	16/05/1916	An inspection for subsidy purposes of the CNOR books was made. A physical inspection being impossible owing to snow conditions. Total length of line, excluding Hutton Branch, is 894.48 miles. Progress made justifies a payment of 98.17% of \$10,733,760.00 or the sum of \$10,537,332.19 from which should be deducted all previous payments on account of this subsidy. Minister of transport is authorized to pay this amount.
PC 1916-1861	04/08/1916	The line is now open for traffic and the Company asserts that it has been fully completed within the terms of the Act. A question has arisen between the Chief Engineer of the Department of Railways and Canals and the Company as to whether certain small streams should have been crossed by steel or concrete structures or by permanent trestles as erected by the Company. Minister recommends that the balance of the monies payable bot as subsidies and as proceeds of the guaranteed securities be released to the Company on the Company giving their undertaking, in terms satisfactory to the Minister, to replace with concrete or steel bridges to the classification of the heavy standard specifications of the Department dated 1908, and submit to the jurisdiction of the Board of Railway Commissioners as to the enforcement of such orders to replace, and further that the Company submits to the Financial Comptroller of the Department proper evidence that the moneys so released are used for the purpose of liquidating contractors' and other accounts outstanding in connection with the construction of the road.
25301	21/08/1916	CNOR ordered, by 15 Sept 1916, to provide proper ditches at the subway at lot 4, between. concs. A & 1, Ottawa Front, Nepean twp. and put the roadway, where the same has been disturbed by excavating the approaches, in good shape. Verify location.
PC 1916-3207	30/12/1916	Report for subsidy purposes. The specifications of the agreement limit the grade opposed to westward traffic to 0.6%; there is a temporary grade of 0.9% for a distance of 1,000 feet at mile 81 west of Rideau Junction. The grade in question os only temporary pending the decision of the BRC regarding the question of grade separation. Approves amendment to subsidy agreement to take account of temporary grade of 9%. The agreement also calls for the running of two local trains daily whereas the position is as follows: Between Rideau Junction and Pembroke a tri-weekly service was commenced on 20 September 1916. Between Pembroke and North Bay no regular passenger service is organized but freight trains are operated as mixed trains carrying passengers between these points. There is no guarantee of a regular service but the trains are supposed to run three times a week in each direction connecting with trains between Rideau Junction and Pembroke at one end and with those between North Bay and Capreol at the other. Between North Bay and Capreol a tri-weekly service in each direction was inaugurated in 1915 and is still running. Between Capreol and Port Arthur a tri-weekly passenger service is being operated, this being the transcontinental service between Toronto and Vancouver. In addition a tri-weekly service is operated between Capreol and Kashbaw, 65 miles west of Capreol. Agrees that this service be accepted as a fulfillment of the contract obligation in that connection until such time as it is determined by the Minister of Railways and Canals that the circumstances require the full train service called for in the contract.
27262	30/05/1918	Henry Ray is authorized to withdraw the sum of \$500 plus interest from the bank account into which it was deposited pursuant to 22294 in respect of the provision of a crossing where the CNOR intersects his farm. Crossing originally ordered under 22160.
97269	03/03/1959	Company shall erect and place reflective material at following crossings: 11.40, 13.70, 59.30, 73.20, 76.60, 78.85, 88.80.
100066	29/12/1959	Amends 97269 by substituting the following crossings at which reflective material is to be placed: 3.34, 3.60, 4.33, 5.54, 11.40, 13.70, 59.30, 73.20, 76.60, 78.85, 88.80.
PC 1965-2135	01/12/1965	Treasury Board minute 27/2135. Authorizes the NCC to contribute \$100,000 towards the cost of a study of the feasibility and costs of removing the Beachburg railway line between Wass junction and Hurdman's Bridge and the establishment of alternative facilities upon receipt of payment in full from the City of Ottawa of the City's share of costs for the Alta Vista Drive - Terminal Avenue Roadway System, and with the understanding that the government is not bound to accept or be committed to carry out any or all of the recommendations arising out of the study.

Identifier Date Notes

- PC 1965-2303 29/12/1965 Treasury Board minute 8/2303. Amends PC 1965-27/2135 by deleting "upon receipt of payment from the City of Ottawa of the City's share of the costs for the Alta Vista Drive - Terminal Avenue Roadway System" and substituting therefore "provided that the City of Ottawa gives to the Commission assurance such as a resolution of City Council, or of Board of Control or other formal act that it will implement its agreement with the Commission dated 30 July 1965 for the work to be carried out, pursuant to the agreement, in the Alta Vista Drive - Hurdman area".
- PC 1967-51 12/01/1967 Approves renewal of lease of land to CN in Nepean. Three parcels, 29.12 acres, in part of lots C and D, Conc C and lots D, E and F, Conc. D, Nepean twp. Verify location.
- 1996-R-152 18/04/1996 CN shall abandon the operation of the Beachburg sub. from Pembroke (m. 89.20) to Nipissing (m. 215.36) 30 days from the date of this order.