

Orders of General Application - Brockville

Identifier	Date	Notes
PC 1871-1518	21/11/1871	Refunds \$149 being double duties on 66 barrels of pork paid at Toronto and Brockville.
PC 1872-212	05/03/1872	Authorizes the Bank of Upper Canada to accept an offer from Mr. Rivers of Lynn to purchase 870 shares of \$20 each and a certificate for \$10 (total \$17,411.00) of the Brockville and Ottawa Railway which is held by the Bank. The offer is for \$1,500.
PC 1873-877	09/07/1873	Authorizes the Bank of Upper Canada to sell 870 Brockville and Ottawa Railway \$20 shares at 10 cents on the dollar.
PC-1876-1029	10/11/1876	Approves the tariff of passenger fares and general freight tariff for the Canada Central and Brockville and Ottawa Railways and general by laws, rules and regulations of the Canada Central Railway. Attached to the order is - Canada Central By Laws and Rules - Canada Central and Brockville and Ottawa Railway General Freight Tariff and Conditions of Transportation. The distance table shows stations at Brockville, Bellamy, Irish Creek, Smith's Falls, Perth, Franktown, Ottawa, Bell's Corners, Stittsville, Ashton, Carleton Place, Almonte, Pakenham, Arnprior, Sand Point, Renfrew, Cobden and Pembroke. - Canada Central and Brockville and Ottawa Table of Passenger Fares to take effect July 3 1876. Stations shown are (* indicates flag stop): Brockville, Fairfield*, Clarke's*, Bellamy;s, Jelly's*, Bell's*, Wolford*, Irish Creek, Story's*, Smiths Falls, Pike Falls*, Perth, Welsh's*, Franktown, Beckwith*, Ottawa, Britannia*, Bell's Corners, Stittsville, Ashton, Carleton Place, Almonte, Snedden's*, Pakenham, Arnprior, Sand Point, Castleford*, Renfrew, Cobden, Pembroke. To passengers purchasing tickets at the offices or taking the cars at flag stations a reduction of ten cents on the above figures will be made. http://data2.collectionscanada.ca/e/e091/e002257790.jpg
PC 1894-3199	25/10/1894	Approves the amalgamation between the Brockville and New York Bridge Co. and the St. Lawrence Railway.
PC 1903-1893	14/11/1903	Authorizes the Minister to pay compensation to the following municipalities for the losses sustained in consequence of the amalgamation of CCR and B&O and owing to a change in the route of the CCR: Renfrew - \$22,500.00 Horton - \$5,625.00 Admaston - \$3,750.00 Total - \$31,875.00
27098	28/03/1918	CPR required to arrange its train service so as to provide for a passenger train to leave Smiths Falls at or about 10.50 am after the arrival of the Ottawa - Toronto train due to arrive Smiths Falls at 10.40 am and to arrive Brockville at or about 12 noon; return service to leave Brockville at 3.45 pm and arrive Smiths Falls at or about 4.50 pm. CPR also to resume the service of its mixed train 561 from Smiths Falls at 9.00 am instead of 11.00 am. Trains to be operated daily except Sunday and to be effective 8 Apr 1918.
97269	03/03/1959	Company shall erect and place reflective material at following crossings: 35.76, 46.86, 50.45, 52.78, 56.52, 61.68. (old mileage).
100066	29/12/1959	Amends 97269 by adding the following crossings at which reflective material is to be placed: 1.56, 21.17, 26.55.
119709	21/01/1966	Authorizes CNR to exercise running rights for passenger trains over CPR (a) between connection with CPR yard switching lead at Smiths Falls yard to Smiths Falls station (0.38 miles). (b) From Smiths Falls station to the junction switch with the CPR Brockville subd. (0.07 miles). (c) from the said junction switch at Smiths Falls to Brockville (m. 27.8). Order to come into force on 24 January 1966.
R-36883	15/06/1984	RTC has been made aware that it is proposed to increase passenger train speed substantially and is concerned with the safety of train operations at highway crossings. (1) Passenger trains over Smiths Falls and Brockville subs. restricted to a maximum speed of 70 mph; (2) speed of trains over crossings on these subs. limited to speeds specified in CNR timetable No. 69 dated 20 Oct 1983 and CPR timetable No. 47 dated 29 Apr 1984.
Telex	09/10/1984	Rescinds R-36883.