

Orders of General Application - Chalk River

Identifier	Date	Notes
PCRC	01/06/1873	<p>Approves the opening of the Canada Central Railway between Sand Point and Renfrew. The report from the Inspecting Engineer, Mr. F. A. Thise stated that at the time of the inspection in December last, although in an incomplete state for want of fencing, cattleguards etc., the line was not unsafe for public travel.</p> <p>Ordered that a copy of Mr. Thise's report be sent to the company with a request that they finish all the works Mr. Thise mentions as necessary to put the works in a complete state and that they be authorized to open the line for traffic.</p>
PC 1874-310	18/04/1874	<p>(1) Approves construction of the Canada Central Railway from Pembroke to the terminus of the CPR for \$1,440,000 and condition that the grades recommended by Sanford Fleming be accepted. This is on a route along the Ottawa River.</p> <p>(2) CCR shall, within three months of ratification by the House of Commons, satisfy the Minister of Public Works that they have entered into bona fide contracts to secure the completion of the line.</p> <p>(3) CCR to enter into agreements to grant running powers on terms to be approved by the Governor in Council to the Montreal, Ottawa and Western, Kingston and Pembroke and others;</p> <p>(4) Payments up to 80% of the bonus of \$12,000 per mile on completion of every ten miles, may be advanced where work equal to five miles is completed on any one section to the satisfaction of the Chief Engineer.</p>
PC 1874-1100	04/11/1874	<p>Approves application for subsidy by Canada Central Railway for \$12,000 per mile to aid in the construction of a line from the vicinity of the village of Douglas westward to the eastern end of the branch railway proposed to be built by the Government about 120 miles upon and subject to the following conditions:</p> <p>(1) the road shall be built upon a line to be approved by the Minister of Public Works but which may be defined generally as ascending the valley of the Bonnechere from the vicinity of the village of Douglas via Golden Lake and Round Lake, thence by as direct line as may be found to Burnt Lake thence to the proposed terminus of the Government Railway at about the 85th mile from Georgian Bay;</p> <p>(2) that the Company shall, within one month from the ratification of this Order in Council by the House of Commons, satisfy the Minister of Public Works that they have entered into a bona fide contract or contracts for the building of the railway and have provided sufficient access(?) with the Government (?) to secure the completion of the line on or before the first day of January 1877 and also that the Company shall from the date of such contracts make continuously such progress as will justify the hope of the completion of the line within the time specified.</p> <p>(3) That the Company shall enter into an agreement to grant running powers on terms to be approved by the Governor in Council to the Northern Colonization Company.(sic) The Kingston and Pembroke Railway Company from the point of intersection of their respective lines provided such point of intersection is on the subsidized line or within five miles of the same and also to such other Companies as may have the terminus of their systems on or trivaras(sic) Lake Huron and may be designated or approved by the Governor in Council as entitled to such running powers provided that the terms of such running powers may be eventually agreed upon by the Canada Central Railway Company and the other Companies involved and in the event of a disagreement the conditions shall be settled by Arbitration, one Arbitrator to be selected by each Company and one by the Governor in Council;</p> <p>(4) The Government of the lessee of the Government line from Georgian Bay to the western terminus of the subsidized line or any future owners of said line shall possess running powers on said railway on (?) terms to the Corporation designated;</p> <p>(5) The payment of the subsidy shall only be made on completion of the railway in sections of no less than twenty miles, each payment to be made on the certificate of an Engineer to be appointed by the Government that a section or sections has or have been completed - payment may however of an amount equal to subsidy on twenty miles on work extended over a longer distance which value will be equivalent to ? less than twenty five miles of finished roadway - payment will also be made on rails delivered at any point of the line to be contracted to the extent of 75% of the value thereof such rails to become the property of the Government until they are laid on the road for use. The grant to be operative only after the ratification of this Order in Council by resolution of the House of Commons.</p>

Identifier	Date	Notes
PC 1875-728	22/07/1875	<p>There have been difficulties in making financial arrangements for the completion of the Georgian Bay section because of statements made by the President of the Grand Trunk Railway in London and because of the money market:</p> <p>Committee in Council will enter into a supplementary agreement with A.B. Foster (contractor for the Georgian Bay Branch) as follows:</p> <p>(1) That the principle sum of \$10,000 for each mile of the Branch Railway which by the (sic) contractor is to be paid to the contractor as the work progresses by monthly payments to the amount of seventy five per cent of the value of the work then actually performed according to the estimates of the engineers.</p> <p>But the guarantees for the payments of interest to be given under the contract shall be given as if this modification had not been made as to the payment of the principle sum and any rails which the Government may choose to deliver under the sixth section of the contract as thereby provided.</p> <p>(2) That the said modifications shall be subject to the condition that the Canada Central Railway Company do make or cause to be made in favour of Her Majesty a first charge on the Canada Central Railway and all its assets including the said mortgage of the Brockville and Ottawa Railway to secure the due performance of the said contract and in case of default therein to secure the repayment of all sums of money paid to the contractor by Her Majesty and also to secure the construction of the extension of the Canada Central Railway to the Eastern Terminus of the Branch Railway;</p> <p>(3) That the said modification shall be subject to the condition that the contractor do prosecute the work rigorously during the present season:</p> <p>(4) That the contracts hereby authorized shall be in all respects subject to the provisions of the Canadian Pacific Railway Act 1874, in the same manner as if the same were contracts for the construction of a part of the main line of the Canadian Pacific Railway.</p>
PC 1875-729	22/07/1875	<p>The order in council with respect to subsidy of the construction of the Canada Central Railway from Douglas to the Georgian Bay Branch is modified as follows:</p> <p>(1) Payment of the subsidy by the said order in council granted shall be made as the work progresses by monthly payments amounting to seventy five per cent of the value of the work actually performed according to the estimates of an engineer to be appointed by the Minister of Public Works the provision as to the terms of payment on rails remaining in force;</p> <p>(2) This modification shall be subject to the condition that the Canada Central Railway Company do make or cause to made in favour of Her Majesty a first charge on the Canada Central Railway and all its assents including its mortgage on the Brockville and Ottawa Railway to secure due completion of the extension as provided in the Order in Council made this day in reference to the Georgian Bay Branch Railway;</p> <p>(3) This modification shall be subject to the condition that the work be rigorously prosecuted during the present season;</p> <p>(4) This modification shall be operative only after the ratification of this Order in Council by resolution of the House of Commons.</p>
PC-1876-1029	10/11/1876	<p>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.</p> <p>Attached to the order is</p> <ul style="list-style-type: none"> - 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. <p>http://data2.collectionscanada.ca/e/e091/e002257790.jpg</p>

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PC 1878-518	17/06/1878	<p>Refers to Order in Council passed on 18 April 1878 regarding extension of the Canada Central Railway from Pembroke to such point as may be selected by the Government as the terminus of the Canadian Pacific Railway at or near the crossing of the Nipissing Road at the south east corner of Lake Nipissing. Approves a contract entered into between Messrs. McIntyre and Worthington of Montreal and the Canada Central Railway for the building of the extension subject to the following:</p> <p>Section 2 stated that the Canada Central Railway lying between Renfrew and Pembroke shall be regarded as constituting a fair average standard of the character of the work to be done under this contract but subject to special orders from the Government respecting plans etc. The Minister of Public Works regards that portion of the Canada Central Railway as being in some respects inferior to the character of the road which should be built under the subsidy and, first as regards the width of the embankments which is at present about 14 feet at the finished level they will require to be at least 16 feet and if at certain points the Government Engineer should find it necessary to have the width extended to 17 feet his requirements in this respect shall be acceded to. The cuttings of that portion of the road are also too narrow to afford proper drainage and to make allowance for material falling into the ditches, and it will be required that the cuttings on the new line not less than 22 feet. It will also be required that none of the curves shall be less radius than of the minimum radius of the curves upon the portion of the road between Pembroke and Renfrew viz. 40=1432 feet and the percentage of that curvature allowed shall be subject to the approval of the Government.</p> <p>The pile bridging existing on this portion of the road will not be adopted on the subsidized line, but that the piles should be taken to water or ground level and bents constructed thereon which may, when necessary, be removed without inconvenience and where it is possible to do so without excessive expenditure it would be desirable to have the abutments of stone work.</p> <p>No portion of the gradients extending westward shall exceed 52.80 per mile and no gradients eastward shall be in excess of the maximum grade obtainable on the Georgian Bay Branch which connects with the subsidized line at Lake Nipissing and that the percentage of such maximum grade relative to the whole line shall not exceed the percentage of similar grades on the Georgian Bay Branch.</p> <p>It will be very desirable to have steel rails throughout and while the Minister does not insist upon this being a condition he does insist that if steel rails are not laid upon the procurement of a superior quality of iron rails and that such rails be subject to inspection and approval by Mr. C.P. Sandberg, the Government Agent in London.</p>
PC 1879-1716	15/12/1879	Approves payment to Canada Central Railway of half the amount of the drawback now being \$72,000 retained on the subsidy paid them in accordance with the Order in Council of 18 April 1878
PC	16/06/1880	Refers to subsidy for the Pembroke to Callendar section
PC-1880-1527	18/09/1880	Postpones payment of subsidy to Canada Central Railway.
11923	10/10/1910	CPR authorized to use bridges Nos. 43.79, 84.9, 35.4, 115.4, 71.2, 50.4, 62.5 on the Chalk River section.
97269	03/03/1959	Company shall erect and place reflective material at following crossings: 7.09, 17.70, 18.48, 28.58, 36.63, 40.91, 41.10, 41.22, 46.07, 51.05, 55.86, 57.76, 59.05, 61.44, 67.73, 79.35, 93.59, 94.88, 99.96, 101.39, 103.61, 105.00.
100066	29/12/1959	Amends 97269 by adding the following crossings at which reflective material is to be placed: 7.09, 17.70, 18.48, 28.58, 36.63, 40.91, 41.10, 41.22, 46.07, 51.05, 55.86, 57.76, 59.05, 61.44, 67.73, 79.35, 93.59, 94.88, 99.96, 101.39, 105.00.
106975	26/01/1962	CPR authorized to discontinue passenger service between Ottawa and Chalk River as provided by trains Nos. 260, 265 and 267. To be effective 15 March 1962 and on not less than 30 days public notice.
R-6271	23/07/1969	Implementation of CPR Ottawa Customer Service Centre. Removes station agents at: Petawawa, Cobden, Halesy, Braeside, Amprior, Almonte, Waltham, Fort Coulonge, Mountain, Winchester, Stittsville, Gracefield, Wakefield, Osgood, Kemptville, Prescott, Eganville, Bedell, Cornwall, Finch, Pembroke, Renfrew, Carleton Place, Smiths Falls, Quyon, Maniwaki, Campbells Bay, Shawville, Chesterville.
R-6271	23/07/1969	CPR Customer Service Center also allowed removal of caretakers at the following: Pakenham, Jasper, Messines, Kazabazua, Chelsea, Manotick, Avonmore, Monkland, Apple Hill, St. Clet, St. Lazare, Oxford.
R-18649	13/05/1974	CPR authorized to make changes to signal system.