

Orders of General Application - Chaudiere

Identifier	Date	Notes
PCRC	28/07/1883	Approves plan of proposed changes through Rochesterville and Bayswater in Twp. of Nepean, Co. Carleton, Ont.
PC 1888-2482	17/11/1888	In view of the difficulties encountered in obtaining the right of way for the last half mile on the Chaudiere section, though otherwise completed by 1 October 1886, grants a time extension for completion until 1 August 1889.
PC 1889-1054	07/05/1889	On 1 May the Chief Engineer of Government Railways reported on an inspection made of the extension three miles in length known as the Chaudiere Extension of the Canada Atlantic Ry. for which a subsidy of \$3,200 per mile was granted. The work is well and substantially built and in accordance with the contract with the exception of a trestle bridging of timber 140 feet long built through a lumber yard as to which the Chief Engineer advises that it is necessary that there should be an open space under the railway track for the conduct of the business of the yard. The Minister recommends that the company are entitled to their subsidy in full, recommends that the contract be amended so as to admit of the trestle work referred to and be authorized to make payment of \$9,600.
PC 1889-1053	07/05/1889	Approves plan and profile of a portion of the Canada Atlantic Ry. from the Rideau Canal to the Chaudiere Falls submitted by them on 26 September 1885.
PCRC	15/10/1900	Authorizes crossing of the Canada Atlantic Ry. by the Ottawa Electric Ry. at Bridge Street.
PC 1961-915	22/06/1961	<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, 1961, 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.</p> <p>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>
104871	26/06/1961	<p>CNR authorized to abandon:</p> <ol style="list-style-type: none">(1) the former Renfrew sub. between m. 1.66 in the vicinity of Bronson Avenue and m. 2.1 between Queen and Preston Streets.(2) the Chaudiere Spur from a point east of Rochester Street to a point north of Gladstone Avenue, 0.31 miles.
119011	15/11/1965	CNR authorized to abandon the Chaudiere Spur between m. 0.31 and the end of steel at m. 1.71.