

Orders of General Application - L'Orignal

Identifier	Date	Notes
1111	16/05/1906	Approves the location of the line of railway of the James Bay Railway from Hawkesbury West to the Boundary line between the Counties of Russell and Prescott m. 0.00 to 28.07.
1302	19/07/1906	Approves plan, profile and book of reference filed by James Bay Railway for its section through the County of Russell, from Wendover station to Orleans station (m. 28 to 48).
1694	19/09/1906	Approves revised location of CNOR line through twp. of Longueuil, County of Prescott, from m. 4 to m. 8, Hawkesbury West.
1817	02/10/1906	Approves and sanctions the proposed deviation of the CNOR line through the Town of Hawkesbury between m. 0.0 and m. 1.2 Hawkesbury West.
1868	10/10/1906	Approves the revised location of the CNOR line through part of Alfred twp., County of Prescott, between m. 14.8 and m. 18, west from Hawkesbury.
2587	01/02/1907	Approves revised location of railway through the county of Russell between m. 46 and m. 48.27, west from Hawkesbury.
3769	09/10/1907	Approves proposed deviation of CNOR line of railway through Town of Hawkesbury, m. 0 to m. 1.2 Hawkesbury West.
3775	10/10/1907	CNOR authorized to construct its railway across the streets in the Town of Hawkesbury as shown on plans filed..
3869	11/11/1907	CNOR authorized to open for the carriage of traffic that portion of its railway from the end of track at the CNQR at Hawkesbury to a point near the west limit of the town of Hawkesbury where the spur leading to Riordan's Mill joins the main track, a distance of 4578'.
5214	23/06/1908	CNOR authorized to construct its railway across highways in Clarence twp. at m. 29, 30, 31, 32 and 33 and across Mill Street in village of Rockland. If protection is found to be necessary when railway is in operation the village of Rockland may apply to the Board for an order directing necessary protection.
5483	28/10/1908	Approves location of CNOR line through Counties of Carleton and Russell at m. 48.3 to north line of lot 23, conc. 2 twp of Gloucester (Cyrville).
5867	16/12/1908	CNOR authorized to construct across certain highways in twps of West Hawkesbury and Alfred and the town of L'Orignal between m. 2 and m. 13 west of Hawkesbury. Dimensions of road surfaces etc. shall be as set out in 5855.
5866	16/12/1908	CNOR authorized to construct across highway between twps of Clarence and Cumberland about m. 38.5 from Hawkesbury: (1) width of approaches to the crossing shall be 20'; (2) Planking on the railway over the crossing (between rails and at least 8" on outer sides) shall be 20' long.
PC 1909-455	09/03/1909	Assignment of contract for construction of line between Hawkesbury and Ottawa to Canadian Northern Ontario Railway rather than Canadian Northern Quebec Railway which is shown in the statute. In order to get around this problem the contract will be entered into with the Canadian Northern Quebec Railway and then assigned by them to the Canadian Northern Ontario Railway. The Canadian Northern Ontario will have the power to receive payments on account of the subsidy; it being understood that the assignment from the Quebec to the Ontario Company shall be so made as not to relieve the former from its liability under the proposed contract. \$3,200 per mile with a further subsidy of 50% of the average cost in excess of \$15,000 per mile, not exceeding in all \$6,400 per mile, maximum grade to be 0.50 per 100 or 26 feet per mile and the limit of the sharpest curve to be 6 degrees or 955 feet radius. Time for completion to be fixed for 1 August 1910. CNOR have submitted a plan and profile for the whole line so subsidized, but inasmuch as the question of the entrance into Ottawa remains undetermined, the location is approved only from Hawkesbury to the 55th mile.
7192	08/06/1909	CNOR authorized to open for carriage between Hawkesbury and South Nation River subject to the condition that pending completion of the pile structure now in course of construction over the washout east of the South Nation River, trains are not to exceed six miles an hour over the temporary structure at the washout,
7555	06/07/1909	Approves location of CNOR line through twp. of Gloucester and City of Ottawa between m. 53.91 and m. 57.42 west from Hawkesbury.
7493	10/07/1909	CNOR authorized to open for carriage the section between South Nation River and Rockland (12 miles).
8056	13/07/1909	Approves location of CNOR railway through the twp. of Gloucester and City of Ottawa from m. 53.91 to m. 57.42 west from Hawkesbury subject to the condition that CNOR be at the expense of standardizing the Bell Telephone Company's lines where they are crossed by the railway. Rescinds 7555.

Identifier	Date	Notes
PC 1909-1979	25/09/1909	<p>Application has been made by the Canadian Northern Quebec Railway for admission to a supplementary subsidy contract for the Hawkesbury to Ottawa line, for which work a contract was made with that company on 28 June 1909 which contract was assigned on 30 Aug 1909 to the Canadian Northern Ontario under authority of PC 1909-455 of 9 March 1909.</p> <p>On 18 Sept 1909 the Chief Engineer of the Department of Railways and Canals furnished a certificate showing the probable cost of construction as being \$1,415,745 or \$24,838 per mile which is more than sufficient to produce a subsidy of \$3,200 per mile.</p> <p>Authorizes the Minister to enter into a supplementary agreement with the company fixing definitely the maximum subsidy to be paid at \$6,400 per mile, and fixing, as the minimum, the ordinary subsidy of \$3,200 per mile, together with 60% of such "further subsidy" making in all, as a minimum, the sum of \$5,120 per mile, the balance, 40% of the "further subsidy" to be payable as the actual cost may be finally determined, also authorizes the assignment of the said supplementary agreement to the Canadian Northern Ontario Railway.</p>
PC 1909-2085	09/10/1909	On 25 September 1909 authority was given for entry into a supplementary agreement with CNQ in respect of a further subsidy for Hawkesbury to Ottawa line. Order in Council of 25 September 1909 is amended to enable the supplementat agreement to be made with the Canadian Northern Ontario Railway as assignees of the original subsidy agreement; the Canadian Northern Quebec Railway joining therein for the purposes of approval.
8818	03/12/1909	Approves Standard Passenger Tariff C.R.C. No. 153, providing for a maximum passenger rate of 3 cents per mile between all stations on the CNQR and the Ottawa Section of the CNOR.
8817	03/12/1909	Approves CNOR by-law authorizing David B. Hanna, Third Vice-President, CNOR, Guy Tombs, General Freight and Passenger Agent, CNQR, and William H. Jordan in the office of Guy Tombs, to prepare and issue tariffs of tolls to be charged by CNOR upon or in connection with the CNOR line between Hawkesbury and Ottawa.
8816	03/12/1909	CNOR authorized to open for carriage from Rockland to Hurdman's Bridge near Gladstone Avenue, Ottawa.
PC 1909-2422	22/12/1909	On 29 November 1909 the Chief Engineer of the Department of Railways and Canals reported on the results of an inspection made of the subsidized line from Hawkesbury to Ottawa. The company has earned 86% of 291,840, the total minimum subsidy for 57 miles or \$250,982.40. Authority is given for the Minister to make payment of \$250,982.40.
PC 1910-2379	25/11/1910	Final inspection of the line from Hawkesbury to Ottawa shows that the road is now completed (57.48 miles), estimated cost is \$1,415,745.00 or \$24,630.00 per mile. Total subsidy payable is \$367,872.00 of which \$250,982.40 has already been paid. Authorizes payment of the balance of \$116,889.60.
12719	06/12/1910	CNOR authorized to construct its railway across public road between lots 10 and 11, Junction Gore, twp. of Gloucester at station 17-27. Verify location.
12717	06/12/1910	CNOR authorized to construct its railway across public road between lots 21 and 22, Junction Gore, twp. of Gloucester. Verify location.
12936	07/02/1911	CNOR authorized to construct across public road between lots 16 and 17, Junction Gore, twp. of Gloucester. Verify location.
14837	22/09/1911	Rescinds 12721 and authorizes CNOR to construct across and divert "Stanley Avenue", Junction Gore in twp. of Gloucester. Verify location and verify this is L'Orignal, not Beachburg.
23482	06/04/1915	Follows complaint by Mr. J.A. Gamble of Cumberland against proposed change of service between Ottawa and Cumberland. Orders that a passenger coach be attached to CNOR trains nos 93 and 94 between Hawkesbury and Ottawa to and from the Henderson Avenue station, Ottawa for the handling of passengers to and from Ottawa only; the time of leaving from Ottawa and Hawkesbury to be as at present; all stations may be treated as flag stations; such service to be put into effect for a period of 3 months; and, if CNOR so desires, he may before the end of such period, submit evidence as to the working of such service; and if he desires any amendment, the service to continue until the matter is dealt with.
23686	15/05/1915	Follows complaint from Mr. J.A. Gamble. It is the intention of the railway company to issue a new timetable effective June 1st. 1915 providing for a passenger service to and from Ottawa similar to that in effect between October 11 th and November 23rd 1914; and its appearing that such service wil be satisfactory. Rescinds 23482 effective with the coming into force of a new timetable on June 1, 1915.
24702	02/02/1916	CNOR ordered to attach a passenger coach to their trains nos. 107 and 108 between Hawkesbury and Ottawa, to and from the Henderson Avenue Station, Ottawa, for the handling of passengers to and from Ottawa only. The time of leaving from Ottawa and Hawkesbury to be as at present and all stations to be treated as flag stops. This followed a complaint by the Reverend Father Pilon, Parish Priest of l'Orignal. Service to go into effect for a trial period of three months and the applicant could submit evidence as to the working of the service and may suggest any amendment to the service..
49922	06/06/1933	Cattle guard exemption: 8.00, 27.22, 27.47, 27.72, 29.76, 32.0, 32.3, 37.01, 38.00, 38.70, 39.50, 40.66, 42.90, 46.08, 56.60, 57.05, 57.17, 58.70, 60.60, 62.77, 63.44, 64.50, 75.35, 76.30, 77.10, 78.25, 80.07, 84.41.

Identifier Date Notes

53224	12/06/1936	1. Denies abandonment of L'Original subdivision between Hawkesbury and Hurdman without prejudice to any further application that the applicants may desire to make after the expiration of one year. 2. Approves the abandonment of the CNR Clarence Creek Spur between Rockland (m. 0.0) and Clarence Creek (m. 4.62).
57728	10/07/1939	CNR granted leave to abandon the L'Original subdivision between Hawkesbury (m. 32.7) and Hurdman (m. 89.3) a total distance of 56.6 miles. CNR must proceed without delay to place the abandoned right of way in the possession of the adjacent landowners either by conveyance subject to trusts or encumbrances heretofore created or by long term leases at nominal rents. Should any difficulty arise in connection with such transfer or possession, subsequent application may be made to the Board by any of the parties affected by this order.
PC 1939-2449	31/08/1939	Approves the entry into an agreement between the CN, CNQR, parties of the first part, and CNOR, party of second part, providing for the granting of running rights to CNOR in perpetuity over the lines of the parties of the first part from near hawkesbury, marked "F" on the plan attached, to Glen Robertson and thence westerly to Ottawa. in the event that CN should abandon the line between Hawkesbury and Glen Robertson or that the lease of the Central Counties Railway expire and not be renewed, the CN will permit the CNOR to operate its trains over the CN between Glen Robertson and Eastern Junction (Montreal) via Turcot. Agreement and plan is attached.