

Orders of General Application - Ottawa Terminal

Identifier	Date	Notes
16147	18/03/1912	Establishes collection and delivery limits for the City of Ottawa. With the Ottawa River as the northern boundary, commencing at the junction of Sussex street and Princess avenue, thence via Princess avenue, Rideau terrace, Springfield road, St. Patrick street bridge, left bank of the Rideau River, Somerset street, Blackburn avenue, Gladstone avenue, Nicolas street subway to the west of the railway tracks. Lees avenue from the railway tracks westerly to Main street, Riverdale avenue, Bank street, Cameron avenue, Leonard avenue, Hopewell avenue, Bronson avenue, Carling avenue and Railway street thence following the Grand trunk Railway right of way to Holland avenue, Scott street and Fifth street to the Ottawa River.
16165	25/03/1912	Establishes collection and delivery limits for the City of Hull. Commencing at the Hull end of the Union Bridge thence to Main street, and via Main street, Front street, Brewery street, Brewery Falls bridge, east side of Brewery creek, Ann street, Chaudiere street, St. Etienne street, St. Hyacinthe street, Adelaide street, Britannia street, Reboul street, Laurier Avenue, Albert street, Alma street, and thence following the Ottawa River to the starting point at Union Bridge. Also Brewery street from Front street to the Chelsea road and thence north to the toll-gate. Also Youville street from Laurier avenue to the Interprovincial Bridge.
16966	09/07/1912	Dismisses application to modify 16147 by including the whole of Rideau Terrace and that part of Beechwood Avenue included within the limits of the City of Ottawa.
16966	07/09/1912	Dismisses application by City of Ottawa for an order amending 16147 of March 18, 1912 to establish a modified collection and delivery zone so as to include the whole of Rideau Terrace and that part of Beechwood Avenue within the City of Ottawa.
20498	06/10/1913	Free collection and delivery area specified in 16147 is extended by insertion of the words "including the Isolation Hospital" after the words "Somerset street" in the order.
PC 1949-1455	31/03/1949	Treasury Board minute 23/1455. Approves expenditure of \$750,000 from the National Capital Fund in payment for land expropriated under National Capital District Planning for the railway cut off line and terminal railway facilities south of Ottawa and for industrial sites.
PC 1950-3271	05/07/1950	Approves agreement with CN on plan for removal of "cross town" tracks and the construction of new railway facilities. FDC has suggested that as preliminary steps in the development plan: (a) CN passenger and freight operations on the Renfrew sub. between the point where it crosses the Beachburg sub. in South March and a point near the switch to the Chaudiere Branch near Booth Street be diverted as soon as practicable through the use of tracks and other facilities which will be provided by the FDC. (b) CN tracks in the Bank Street yard between the aforesaid switch and Elgin Street be reduced to two tracks together with the necessary sidings on the north side of the Bank Street yard to serve industries adjacent thereto. (c) the right of way of the aforesaid portion of the Renfrew suband the lands comprising the southerly portion of the Bank Street yard be transferred to the FDC when they are no longer required for railway purposes. (1)(a) FDC shall acquire the necessary lands for, and provide the railway tracks, buildings and other facilities for the proposed yard and connection between Hurdman sub and Alexandria sub together with all telephone, telegraph wires, signals, interlockers and other railway works required for the new facilities. (1)(b) FDC shall obtain all necessary BTC orders together with all expenses incurred by CN arising out of abandonment. (1)(c) FDC grants to CN the right to use the new facilities free of charge in perpetuity. Right to admit other railways. CN shall be responsible for maintenance. (2) CN will transfer to FDC free of charge the right of way of the Renfrew sub together with the lands on the south side of the Bank Street yards but reserves the right to purchase from FDC tracks, buildings etc. which the FDC does not require. (3) FDC will pay CN for the cost of work or materials supplied at thye request of the FDC. (4) CN will acquire the land for the connection between the Beachburg and Rebrew subs in South Marchand shall install the new connection at the expense of the FDC. (5) the cost of installing the new interlocking system at the aforesaid new connection n South March shall be borne by the FDC together with the cost of interlocking the connection easterly of "Federal" and the new facilities and also the connections near Hawthorne between the Alexandria sub and the new facilities. (6) additional construction of tracks by CN. (7) FDC shall pay to CN the full cost of removing telegraph wires and other facilities from the Renfrew sub. (8) CN agrees to cooperate with the FDC in relocating industries which are now served by the railways tracks which will be abandoned. Relocation will be done at no cost to CN and industries which are now exclusively served by CN will be placed in locations where they will continue to be exclusively served by CN. (9) FDC agrees that if and when any new track, including a proposed new track from Hawthorne to East Templeton, is constructed by the FDC, CN shall have the right to use it in common with other railways. (10)(a) roads to be closed with the construction of the new facilities and no new roads will be opened across yard tracks. (10)(b) The proposed overhead bridges at Metcalfe Road and Russell Road shall be constructed at the expense of the FDC. (11) Should the FDC permit any other companies to use the new facilities this shall be such that the other companies shall assume a share of the costs that is satisfactory to CN
PC 1951-4211	15/08/1951	Treasury Board minute 62/4211. Expenditure re. cut off line and terminal facilities. This was in the index but could not find.
88648	23/04/1956	Approves CNR plans showing signals as installed in the Ottawa area.

Identifier	Date	Notes
94016	02/04/1958	CNR authorized to open that portion of its reconstructed line serving the freight sheds in Ottawa, approx. 2.5 miles.
PC 1960-159	11/02/1960	Authorizes expenditure of \$10,000 during fy 1959-60 by the FDC on engineering and architectural studies and designs required to carry out certain features of the proposed railway relocation scheme including the design of the proposed new passenger terminal at Hurdman and on the construction of trackage to interconnect the lines of CP and CN at Bells Corners, Walkley and Gladstone Avenue.
102353	16/09/1960	Dismisses application by City of Ottawa to restrict the speed of all railway trains to 45 mph within the city.
PC 1961-1080	24/07/1961	Approves entry into of an agreement between NCC, CN and CP covering stage 2 of the Railway Relocation Plan for the National Capital Region: <ul style="list-style-type: none"> (1) Formation of an Ottawa Railway Terminal Company; (2) Relocation of the union passenger terminal at Hurdman; (3) Abandonment by CP of operations on 19 miles of existing trackage; (4) Joint use of certain lines; (5) Relocation of existing CP freight yards and sheds; (6) Provision of signal and communication systems; (7) Acquisition by the NCC of land and facilities to be abandoned by CN and CP. <p>Salient points of the agreement are:</p> <ol style="list-style-type: none"> 1. (5) the Terminal Railway Area shall be an area bounded on the north by the Ottawa River, extending to the west to m. 12.4 Beachburg sub. and m. 8.1 Carleton Place sub., bounded on the south by the most southerly boundary of the Beachburg sub. from m. 12.4 to Wass and the Walkley line from Wass to Hawthorne and a line from Hawthorne to m. 82.5 of the M&O sub and bounded on the east by the most easterly boundary of the M&O sub from m. 82.5 to the Rideau River. 1. (6) All tracks in the Terminal Area except the facilities forming the Walkley Yard of CN and CP and the merchandising terminals of CP and CN at Hurdman shall be included in the Terminal Railway. 2. (1) CP to transfer to NCC Carleton Place sub. from m. 0 to m. 8.0, Sussex Street sub. from Bank Street to Sussex Street, the M&O from 84.8 to m. 86.8, from Union Station, m. 87.7 to Hull, m. 89.3, including the Interprovincial Bridge and approaches and from m. 91.23 to m. 91.54, the land forming the Ottawa West Yard including the Broad Street freight office and sheds. 2. (2) CP to transfer trackage to the Terminal Railway. 2. (3) NCC will build for CP a freight yard at Walkley including interchange trackage and diesel and freight car repair facilities, new merchandising terminal at Hurdman and a connection between the Prescott sub. and Walkley Yard, new communications lines, a connection between the Maniwaki and Lachute (m. 116.3) subs. 2. (5) CN will transfer to NCC Union Station between Deep Cut and Rideau Street, the Hurdman line between Ottawa Junction and the west bank of the Rideau River including all structures located on or suspended over, the Hurdman line between the west bank of the Rideau River and Mann Avenue, the Beachburg sub. from the new station line at m. 0.6 to m. 133.9 of the Alexandria sub., the Alexandria sub. from 133.4 to 133.9 and from m. 134.5 to ?, the Renfrew sub. from Echo Drive to Bronson Avenue including the Bank Street yard and the Elgin Street yard, between Echo Drive and Deep Cut and the easterly leg of the wye and the Chaudiere Spur including Chaudiere Yard. 2. (6) CN will transfer to Terminal Railway the Alexandria sub. from m.129.5 to m. 133.4, the former NYC from m. 130.0 to the intersection of that line with the M&O, that part of the NYC east of m. 130.0. 2. (7) NCC will build for CN diesel locomotive repair shop at Walkley, an addition to the freight shed buildings and tracks on Russell Road, new communication and cable lines. 2. (8) NCC will pay to the CN the charges raised by CP for the use of the Prescott sub. between Walkley Diamond and Ottawa West between the date on which the Bank Street line is abandoned and the commencement of operations of the Terminal Railway.
PC 1961-1384	28/09/1961	Treasury Board minute 12/1384. NCC authorized to proceed with the following works estimated to cost \$3,650,000: <ul style="list-style-type: none"> (1) CP freight yard at Walkley - \$900,000. (2) CP local freight and express terminal at Hurdman - \$1,200,000. (3) Extension of CN freight and express facilities at Hurdman - \$50,000. (4) Construction of trackage connections at Hawthorne to interconnect tracks of CN and CP - \$344,000. (5) Construction of an overhead rail structure at Terminal Avenue over Alta Vist Drive - \$230,000. (6) Road overpass and embankment at Belfast Avenue - \$186,000. (7) Construction of an overhead rail structure at the new arterial road at Station Boulevard - \$230,000. (8) Grading drainage and relocation of railway lines in the Hurdman area - \$510,000.
PC 1961-1516	23/10/1961	Treasury Board minute 1/1516. Authorizes NCC to proceed with the following items although agreements with CN and CP have not yet been signed: <ul style="list-style-type: none"> (1) Construction of trackage at Hawthorne to interconnect tracks of CN and CP - \$344,000. (2) Grading, drainage and the relocation of lines in the Hurdman area and the construction of connections between CP M&O sub. and the CN Beachburg sub. - \$510,000.
PC 1963-35	10/01/1963	Treasury Board minute 8/35. Authorizes NCC to construct railway sidings in the Belfast Road Industrial Area at an estimated cost of \$20,000 in fy 1962-63. NCC to be authorized to spend sums in subsequent years as may be specifically provided for in its budget.

Identifier	Date	Notes
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PC 1963-1420	26/09/1963	<p>Approves the entry into of an revised agreement between the NCC, CN and CP of 15 Mar 1963 in substitution for that authorized by PC 1961-1080 of 24 July 1961.</p> <ol style="list-style-type: none">1.-4. Formation of an Ottawa Railway Terminal Company;5. the Terminal Railway Area shall be an area bounded on the north by the south bank of the Ottawa River, on the west by a line due north of m. 12.4 Beachburg sub. to the south bank of the Ottawa River; on the south by the most southerly boundary of the Beachburg sub. from m. 12.4 to Wass, the southerly boundary of the Walkley line from Wass to Hawthorne including connctions to the Alexandria sub. to approximately m. 72.4, and a line from Hawthorne to m. 82.5 of the M&O sub. and on the east by the most easterly boundary of the M&O sub from m. 82.5 to the Rideau River, thence along the Rideau River to the Ottawa River.6. All tracks in the Terminal Area except the facilities forming the CP and CN merchandising terminals at Hurdman, shall be included in the Terminal Railway.7. CP to transfer to NCC Carleton Place sub. from m. 0 to m. 8.1, Sussex Street sub. from Bank Street to Sussex Street, the M&O from. 84.8 to m. 86.8, from Union Station, m. 87.7 to Hull, m. 89.3, including the Interprovincial Bridge and the rail and highway approaches and from m. 91.23 to m. 91.54, the land forming the Ottawa West Yard including the Broad Street freight office and sheds.8. CP to transfer trackage to the Terminal Railway, Prescott sub. from Ottawa West (m. 0.0) to m. 5.25; the Sussex Street sub from Ellwood (m. 0.0) to Bank Street and the M&O from m. 82.5 to m.84.8.9. NCC will build for CP a new merchandising terminal at Hurdman; new communications lines; a connection between the Maniwaki and Lachute (m. 116.3) subs. if such connection is required due to the implementation of the Relocation Plan; such additions and alterations to station layout and signal system on the Quebec side of the Ottawa River as may be made necessary by the abandonment of the railway line to Hull over the Onternational Bridge.10. NCC will pay CN and CP the costs of constructing any grade separation or crossing protection ordered by the BTC.11. CN will transfer the Union Station, bridges etc. under a separate agreement.12. CN will transfer to the Terminal Railway the Beachburg sub. from m. 12.4 to approx. m. 0.6 and the Alexandria sub. from m. 72.4, Hawthorne, to Alta Vista Drive, m. 76.3.13. NCC will provide for CN, an addition to the existing freight shed at Terminal Avenue to accommodate express and other departments now located in Union Station, modification of tracks serving the building, team tracks to replace those abandoned in Bank Street and Hurdman Yards, new communicaitons facilities and new cable lines.14. NCC will pay to CN all charges assessed by CP for the use by trains between the walkley Diamond and Ottawa West during the period between the date the Bank Street line was abandoned on 3 Aug 1961 and the date when all track connections have been completed and are ready for use or the effective date of the transfer of this portion of the Prescott sub. to the Terminal Company.15. The NCC will provide a new union station, make two connections between the Prescott sub. and the Walkley Line at the Walkley Diamond, make two new connections between the Prescott sub. and the Beachburg sub. at the Ellwood Diamond; make various trackage connections between the M&O, the Alexandria and the Walkley Line at Hawthorne, a connection between the Carleton place and Beachburg subs. at Bells Corners as well as such team tracks as may be required, grade separationa and other changes between Ottawa West and the Rideau River on the Prescott sub. together with new railway track and structure over or under the Rideau Canal (together iwiththe difference in depreciation, operations and maintenance between cost of a tunnel and a railway at grade),alterations at Broad Street and Chaudiere yards, alterations to the CTC, alterations to make a direct connection at Ottawa West between the M&O and the Prescott subs. including new station, freight yards, diesel servicing and repair shop, car repair shop at Walkley.16. Payment to terminal Railway for the cost of any grade separations or crossing protection required by the BTC.17. NCC will transfer to Terminal Railway the Walkley Line except the land owned by Ottawa Hydro at m. 1.08, land required for trackage adjacent to the Beachburg sub.,the facilities for the CTC on the Beachburg sub.18. NCC will make alterations to the CTC on the Beachburg sub.19. Will allow industries on land transferred to NCC to continue for as long as industry desires rail service.20. There will be no extension of trackage serving industries on Carleton Place sub. between m. 0 and m. 3.0 and the Chaudiere yard and Spur, no additional industries will be permitted on these lines nor will leases be extended or renewed.21. NCC will permit existing private siding owners to purchase land for relocation at 20% less than market value, will provide equal service capacity at new location at no installation cost to the industry.22. NCC will pay all railway costs for development of plans, transfers etc.23. NCC will pay the maintenance costs of new track for the first three years related to subsidence or settlement.24. Minor variations may be allowed.25. Will submit to Parliament for an act to incorporate the Terminal Railway, applications to BTC, operating agreements etc.26. All transfers to take place on 2 Jan 1965.27. Definition of "land".28-35. Indemnity, dispute resolution, interpretation etc.
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PC 1963-1647	07/11/1963	<p>Approves agreement between NCC and CN regarding railway relocation in substitution for the Agreement authorized by Order in Council PC 1961-1080 of 24 July 1961. This is supplemental to the 1961 agreement:</p> <p>(1) In consideration for \$953,273 CN agrees to the Terminal Railway the Beachburg sub. from mile 12.4 and mile 0.6.</p> <p>(2) In consideration of \$2,896,883 (of which \$500,000 to be paid on 2 Jan 1965 and the balance to be paid upon transfer of the property) CN will transfer its interest in the union station building, heating plant, electric power plant and all other buildings, bridges, structuresm fixtures, railway tracks, located on or under or suspended over the land commonly known as the union Station property, between Deep Cut and Rideau Street.</p> <p>(3)(1) In consideration of \$1,600,000 CN will transfer:</p> <p>(a) the land lying west of the Ordinance Reserve land and a portion of the former Renfrew sub. and a portion of the former turning wye.</p> <p>(b) the land lying east of the Ordinance Reserve land and a portion of the former turning wye south of the Ordinance Reserve land.</p> <p>(c) the land lying between the Rideau River and Mann Avenue.</p> <p>(d) the land situated between Besserer Street, Nicholas Avenue and Laurier Avenue.</p> <p>(e) the land on Nicholas Street and east of Laurier Avenue.</p> <p>(f) the land now occupied by the automobile entrance to the Union Station and portion of the Union Station.</p> <p>(4) As part of the consideration referred to in clause 2 CN will transfer to the NCC:</p> <p>(a) the Hurdman line between Ottawa Junction and the west bank of the Rideau River.</p> <p>(b) the Beachburg sub. between mile 0.6 and the intersection of the Beachburg sub. with the Alexandria sub.</p> <p>(c) the Alexandria sub. between Alta Vist Drive (m. 76.3) and the west bank of the Rideau River near Riverside at m. 76.8.</p> <p>(d) the Renfrew sub. between Echo Drive and the Driveway and that part lying north of the main line between the Driveway and Bronson Avenue including parts of the Bank Street and Elgin Street yard.</p> <p>(e) the Chaudiere Spur including the Chaudiere Yard.</p> <p>(f) the structures, fixtures, railway tracks, stations, depots and bridges located on or under or suspended over the land commonly known as the Ordinance Reserve Land.</p> <p>(5) as a substitute for the freight shed and terminal trackage given up by CN the NCC will provide CN with good and clear title in the Terminal Avenue freight shed and terminal trackage.</p> <p>(6) definition of land.</p> <p>(7) in consideration for payments made to CN under (1), (2) and (3) CN abandons claims arising out of loss of business arising out of the removal of the Union Station from Rideau Street to the Hurdman area as well as all loss arising out of the abandonment of the railway lines which, prior to that abandonment, served railway patrons.</p> <p>(8) all transfers shall be made by Quit Claim Deed or similar document and shall be made and paid for on 2 Jan 1965.</p> <p>(9) NCC will pay all CN expenses in preparation of plans, effecting the land transfers etc.</p> <p>(10) - (13) indemnity, claims etc.</p> <p>(14) dispute resolution.</p> <p>(15) None of the transfers will be made unless the BTC grants permission to construct and operate the new lines and abandon other facilities specified.</p>						
PC 1965-185	04/02/1965	<p>Treasury Board minute 33/185. Approval to construct Centralized Traffic Control system to provide efficient control of CN and CP trains on the revised layout of rail lines in the Ottawa area as shown on the Railway Relocation Plan of the NCC as follows:</p> <table border="0"> <tr> <td>(1) Material and Equipment</td> <td>\$1,100,000</td> </tr> <tr> <td>(2) Labour</td> <td>\$400,000</td> </tr> <tr> <td>Total</td> <td>\$1,500,000</td> </tr> </table> <p>The NCC is authorized to spend approximately \$480,000 in 1964-65 for this purpose and is authorized to spend in subsequent years such sums as may be specifically provided for the purpose in the budget of the Commission.</p>	(1) Material and Equipment	\$1,100,000	(2) Labour	\$400,000	Total	\$1,500,000
(1) Material and Equipment	\$1,100,000							
(2) Labour	\$400,000							
Total	\$1,500,000							
PC 1965-2077	24/11/1965	<p>Treasury Board minute 4/2077. Approval to construct extension to CN and CP freight and express terminals at Hurdman. Cost of the CP express and freight terminal at Hurdman reduced from \$1,200,000 to \$1,070,420 and the cost of the extension to CN freight and express facilities increased from \$50,000 to \$400,000.</p> <p>Authority also granted to enter into a contract with Thomas Fuller Construction, the lowest tenderer at a price of \$1,070,420 for the freight and express terminal and \$317,831 for the additon to the CN freight and express building at Hurdman's</p>						
PC 1965 2256	22/12/1965	<p>Treasury Board minute 8/2256. Amends PC 1965-4/2077 by altering the cost from "\$1,070,420" to "\$1,200,000 including Consultant's fees, the cost of providing steam lines for the heating of the buildings and other costs incidental to the consruction of the terminal." verify location.</p>						
119608	14/01/1966	<p>Pool Train arrangement between CNR and CPR between Ottawa and Toronto having been discontinued on October 30, 1965, CPR authorized to discontinue passenger service between Ottawa and Toronto both via Smiths Falls and Trenton and via Smiths Falls and Havelock (after establishing trains 380 and 383 between Toronto and Peterborough) conditional upon CNR establishing morning and afternoon service. CNR to establish overnight service as soon as possible after the date of this order. CPR granted CNR running rights free for five years between Brockville and Smiths Falls but this was not ordered by the BTC.</p>						
121191	22/06/1966	<p>CPR authorized to operate (a) over the CNR Alexandria sub. from Walkley Road (unopened) m. 73.31 (point A) to a point west of the Rideau River, NCC Connection Track m. 76.93 (point B). (b) on the NCC wye track from m. 76.34 Alexandria sub to m. 3.33 Sussex Street Branch.</p>						

Identifier	Date	Notes
121263	04/07/1966	Open for carriage order. (1) CNR between Alexandria sub. and CPR M&O sub. between station 90+25 and point "D" connecting said trackage at m. 83.5 M&O sub. and point "E" which connects said trackage at station 24+32 at mileage 82.9 M&O sub. to point "C" and point "G" which connects said trackage at m. 73.31 Alexandria sub. at point "G" to a point "I". (2) CPR between station 7+51 of said trackage to a point "A" connecting at m. 72.3 Alexandria sub. and point "E" which connects said trackage at m. 82.9 M&O sub. to point "C" and point "G" which connects said trackage at m. 73.31 Alexandria sub. at point "G" to a point "I". (3) 10 mph imposed by 119956 is removed.
121267	05/07/1966	National Capital Commission is authorized to install Centralized Traffic Control in Ottawa-Hull area.
PC 1966-2106	10/11/1966	Treasury Board minute 17/2106. Authorizes amendments to PC 1961-12/1384, the following clauses are amended: (2) construction of local freight and express terminal for CP at Hurdman's at an estimated cost of \$1,689,000 which includes consultants fees and the cost of providing steam lines for the heating of the building. (3) the extension of the present freight and express facilities for CN at Hurdman's at an estimated cost of \$450,000.
123153	16/01/1967	Approves revised NCC plan showing details of Centralized Traffic Control system in Ottawa-Hull area which was authorized by 121267.
PC 1967-2377	21/12/1967	Approves an Operating Agreement between CN and CP dated 4 October 1967.
R-1989	09/04/1968	Approves By-law No. 19-68 as amended by City of Ottawa by law 66-68 dated 18 Mar 1968 prohibiting the sounding of whistles at certain crossings of the CNR and CPR in accordance with section 311(1) of the Railway Act. Verify details.
R-2385	17/05/1968	Authority for (1) CNR to operate jointly with CPR: Ellwood Spur m. 0.00 - 0.18 (from M. 0.4 Ellwood sub); Carleton Spur m. 0.00 - 1.4 (from m. 5.02 Ellwood sub); and Ellwood sub m. 0.00 - 2.7, 4.6 - 4.8, 5.1 - 5.25; (2) and for CPR to operate jointly with CNR Alexandria sub m. 72.4 - 72.73; North Freight Shed Lead m. 0.00 - 2.48 (from m. 0.63 Walkley Line); chainage 15+60 to 31+00 Chaudiere Spur from m. 4.6 Ellwood sub.
PC 1968-1118	12/06/1968	Treasury Board minute 14/1118. PC 1961-12/1384 is amended by replacing subsection (6) with: (6) the construction of a road overpass and approaches at Belfast Avenue at an estimated total cost of \$428,000.00
PC 1969-1059	27/05/1969	Treasury Board Minute 5/1059. Approves NCC grant of easement of CN for construction of a siding in lot 2, conc 3, Ottawa front.
1988-R-1188	19/12/1988	Rescinds 119608. VIA shall not terminate its overnight passenger service, comprised of trains 48 and 49, between Ottawa and Toronto until 18 Jan 1988 (an erratum sheet, issued on 28 Dec 1988, changes to date of the English version to 18 Jan 1989).
PC 1991-0122	17/01/1991	Approval of the entry into a sales agreement between VIA RAIL CANADA INC., CANADIAN NATIONAL RAILWAY COMPANY and CANADIAN PACIFIC LIMITED of the OTTAWA STATION BUILDING.