

Prescott - Orders of General Application

Identifier Date Notes

- PC 1869-63 29/01/1869 Approves under clause 9 of the Railway Act 1868 the by laws of the St. Lawrence and Ottawa Ry. passed at a general meeting of the Company held in London in England on 28 May 1868.
(1) Common Seal;
(2) Rules by laws and order for the good governance of the Company;
(3) Board of Directors;
(4) There was no number 4;
(5) Tolls for transportation and carriage of merchandise;
(6) Tolls for transportation and carriage of passengers;
(7) Further tolls for transportation and carriage of passengers.
- PC 1870-1114 01/02/1870 Approves additional train service on St. Lawrence and Ottawa Railway. On the recommendation of the Postmaster General the StL&O is granted \$2400 for the parliamentary session to run an additional train each way daily except Sunday between Prescott and Ottawa. This to leave Prescott upon the arrival of the day train from the west and returning from Ottawa in time to connect with the night train going west. The payment is in addition to the normal payment by the Post Office Department.
- PCRC 07/07/1870 Shows a railway from Billings Bridge crossing the Rideau River in the vicinity of Bank Street and Rideau Canal at the east side of and skirting the east side of Dow's Lake. Joins the Canada Central at Broad Street (it was different gauge at that time).
- PC 1873-52 25/01/1873 The excessive severity of the present winter has made it more than ordinarily difficult and costly for the manager of the St. Lawrence and Ottawa Railway to keep that railway open for the number of daily mail trains essential to the accommodation of the Government correspondence. The Postmaster General is authorized to assist the railway by advancing now the account which will be due on 31 March for the current quarter's mail conveyance amounting to about \$2,500.
- PC 1873-165 13/02/1873 Approves passenger tariff of the St. Lawrence and Ottawa Railway.
(1) Shows fares from Prescott, Spencerville, Oxford, Kemptville, Osgoode, Manotick, Gloucester, Chaudiere Junction and Ottawa.
(2) A deduction from the rates shown above may be allowed to passengers purchasing their tickets for transport over the St, Lawrence and Ottawa Railway at the Ticket Offices in the Railway Stations.
(3) All By Laws inconsistent herewith are repealed.
- 15780 04/01/1912 In response to a complaint by Hon. J.D. Reid of unsatisfactory passenger schedules between Prescott and Ottawa Canadian Pacific Ry. is instructed to institute a service of two trains a day as follows: leave Ottawa 7.45 am & 4 pm arrive Prescott 9.45 am & 6 pm. leave Prescott 8.15 am & 3.15 pm arrive 10.15 am and 5.15 pm. New timetable to come into effect not later than 10 Feb. 1912. CPR may apply to vary this order at the expiry of one year from the time the service required has been in effect, providing proper records have been kept.
- 19536 10/06/1913 Further complaint of Hon. J. D. Reid about unsatisfactory train service between Prescott and Ottawa and its appearing that the Railway Company has failed to comply with the requirements of order 15780.
1. Canadian Pacific Ry. is required to operate two first class trains, each way, per day, on week days, between Ottawa and Prescott: the time of the run to be not more than two hours; to be effective 1 July 1913.
2. Canadian Pacific Ry. is restrained from hauling freight cars on the said trains.
- 19674 24/06/1913 19536 amended by striking the words "its appearing that the Railway Company has failed to comply with the requirements of said order No. 15780" in the recital and substituting "what was submitted by the Railway Company".
- 26872 27/12/1917 Complaint of residents of Osgoode, Vernon, Kars and North Gower against the train service furnished between Ottawa and Prescott and the application by Canadian Pacific Ry. for an order rescinding 19536 so that the CPR may inaugurate mixed freight and passenger service between the two points. The complaint and the application are dismissed and refused.

Identifier	Date	Notes
48472	20/04/1932	(1) Rescinds 15780, 19536 and 19674; (2) Canadian Pacific Ry. required to provide in its summer timetable for a train to leave Prescott in the morning, connect at Bedell with the Perth local, and arrive in Ottawa around 08:30; the crew then to return to Bedell to connect with No. 37 for passengers for Smiths Falls and points beyond and to remain at Bedell to connect with train No. 20 from Toronto to take passengers in to Ottawa; the said train then to return to Prescott, leaving Ottawa in time to connect with the Perth local at Bedell.
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50789	21/02/1934	This order related to the Pool Train arrangements between CNR and CPR. This approved the cancellation of CPR trains 553 and 554 between Ottawa and Bedell and trains 549 and 548 between Ottawa and Prescott.
54264	04/05/1937	Cattle guard exemption in Gloucester and Osgoode twps. at: 3.23; 3.71; 4.34; 5.77; 8.34; 9.69; 11.08; 11.21; 12.48; 12.90; 16.94; 18.30; 19.68; 20.39; 21.02; 21.40; 22.65.
58858	18/03/1940	Cattle guard exemption at following crossings in Edwardsburg twp.:38.05; 39.28; 40.87; 42.23; 42.66; 43.58; 44.91; 46.35; 47.74; 49.31 & 49.71.
59242	10/06/1940	Cattle guard exemption at: 28.32; 29.63; 30.02; 30.74; 31.83; 32.92; 34.08, 35.18; 36.30 & 37.35.
97269	03/03/1959	Company shall erect and place reflective material at following crossings: 1.04, 1.10, 5.60, 20.86, 28.93, 29.16, 42.50, 49.73.
100066	29/12/1959	Amends 97269 by adding the following crossings at which reflective material is to be placed: 1.10, 5.60, 20.86, 28.93, 29.16, 42.50, 49.73.
PC 1961-739	25/05/1961	Treasury Board minute 6/739. Authorizes the NCC to proceed with the design and relocation of a new level of tracks which form part of the Prescott sub. line of the CP extending from the Rideau River northerly to the Ottawa River together with the construction of the necessary structures for grade separation where the Rideau Canal and city streets intersect at a cost estimated at \$3,600,000 part of which to be reimbursed out of the Grade Crossing Fund. Authorizes the NCC to spend \$764,000 during fy 1961-2 in connection with the above work.
PC 1963-1037	09/07/1963	The Order in Council PC 1961-739 of 25 May 1961 which authorized the NCC at a cost estimated at \$3,600,000 to proceed with the design and relocation to a new level of the tracks which form part of the Prescott subdivision of CP extending from the Rideau River northerly to the Ottawa River together with the construction of necessary structures for the grade separation where the Rideau Canal and city streets intersect, be amended and the NCC be now authorized to proceed with the aforesaid project on the basis of depressing the level of tracks to pass under Colonel By Drive and the Rideau Canal in tunnel, and all other intersecting streets at a level in open cut whereby roadway overhead structures can be constructed at or close to the present levels at a revised cost estimated at \$3,905,000, part of which will be reimbursed out of the grade Crossing Fund.
115780	29/10/1964	PC 1966-739 and PC 1963-1037 authorize the NCC to construct a permanent relocation of CPR Prescott sub. between Rideau River and Ottawa River. It is necessary that a temporary relocation be constructed prior to the construction of the permanent location. Approves drawings submitted by NCC showing permanent and temporary relocations (between station 53+00 and 81+50).
116199	07/12/1964	The temporary relocation having been carried out, (1) Approves temporary relocation of Prescott sub. between stations 35+70 and 53+00; (2) CPR authorized to operate over the temporary relocation.
116562	27/01/1965	Authorizes CPR to operate over the temporary relocation of its Prescott sub. between stations 55+00 to 77+00 as authorized by 115780.
117101	26/03/1965	Authorizes CNR to operate over the temporary relocation of the CPR Prescott sub. between 35+70 to 71+00, City of Ottawa.
119265	08/12/1965	CPR and CNR authorized to operate over the temporarily located track of the Prescott sub. between stations 67+70 and 78+50 and the temporary connecting track between stations 78+50 and 84+50.

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120087	02/03/1966	Approves NCC plans for the permanent relocation of the Prescott sub. between stations 81+50 and 113+58.60 as well as the temporary diversion between 81+50 and 106+71.93, also the temporary and permanent relocation of the CPR sidings.
122568	14/11/1966	Authorizes CNR and CPR to operate over the temporarily relocated track of the Prescott sub. between stations 78+50 and 106+71.93 as authorized by 115780 and 120087.
125144	31/07/1967	CNR and CPR authorized to operate over permanently relocated CPR Prescott sub. between stations 5+50 and 107+00 as authorized to be constructed by 113012, 115780 and 120087
R-3	22/09/1967	Approves NCC plan showing permanent relocation of the Prescott sub. and a passing track between station 113+58.6 and station 128+36; relocation of the existing track from station 125+75 to near Ottawa West Station designated as points B-C; and temporary diversion of the in line between Station 114+50 and station 123+50 designated as points D-E.
R-714	30/11/1967	CNR and CPR authorized to operate on: (a) new part of Ellwood sub. (formerly Prescott sub.) between stations 123+50 and 128+36 (points D and A); (b) temporary diversion of main line between stations 114+50 and 123+50 (points E and D); (c) relocated track from station 125+75 to Ottawa West (points B and C) authorized to be constructed by R-3.
R-3863	15/11/1968	Authorizes CPR and CNR to operate their engines, cars and trains jointly on the Ellwood sub. (formerly CPR Prescott sub.) between stations 114+50 and 123+50 which was authorized by R-3.
1995-R-139	12/05/1995	CPR authorized to abandon Prescott sub. from m. 35.70 to m. 51.00.
R-2019-73	03/05/2019	Determination No. R-2019-73 See https://otc-cta.gc.ca/eng/ruling/r-2019-73