

Westport - Orders of General Application

Identifier Date Notes

- PC 1886-819 28/04/1886 Authorizes Minister of transport to enter into a contract with the BW&SSM for a subsidy not exceeding \$3,200 per mile not exceeding \$128,000 for a line from Brockville to Westport. Attached are:
 1 - Specification and description.
 2 - Contract and Agreement.
- PC 1888-? 16/07/1886 Approves location of Brockville Westport & Sault Ste. Marie Ry. between Brockville and Westport. Check details.
- PCRC 08/11/1887 Having heard the objection of the GTR for the point and mode of crossing suggested by the BW&SSM and after considering other means and sites of crossing it appears to the Committee that a better point to effect a crossing on the level would be at a place known as Manitoba Siding near the town of Brockville.

 The Committee does not approve of the mode of crossing and intersection near Lyn as preferred by the BW&SSM and it is ordered that a plan and profile of a level crossing at the point selected as a suitable one for the purpose be submitted for consideration by the Committee.
- PC 1888-618 29/03/1888 Approves amended plan submitted 11 Feb 1888 by the BW&SSM for the location of their subsidized line between Brockville and Westport with the exception of one point station 1965 where there is a 10 degree curve which should be reduced to 8 degrees. The grades and curves are not considered excessive, the maximum grade being 58 feet to the mile and the sharpest curve 955 feet or 6 degrees. The original location involved a crossing of the GTR near Brockville and a considerable delay was experienced in arranging for a satisfactory crossing, the location remaining meanwhile without formal approval. The amended plan shows an amended location of the portion of their line between Brockville and Lyn covering the point in question and otherwise changing the course of the road, the GTR being crossed by an overhead bridge.

 On 17 Feb 1888 Chief Engineer reported and advised that the location be approved.
- PC 1888-2085 30/09/1888 Approves amended plan and profile of the BW&SSM between Brockville and Westport taking into account certain changes made by the company in the course of actual construction. Chief Government Engineer of Railways has reported that the alignment and curvature conform to the requirements of the Company's contract and that the changes made tend to improve the alignment and reduce the curvature. Cancels PC 1888-618.
- PC 1888-2520 26/11/1888 Government Engineer has inspected the BW&SSM, track is laid for 40.5 miles and furnished with rolling stock, the work being mainly on the section between Lyn and Westport (39.5 miles). On the portion between Lyn and Brockville little appears to have been done. Minister is authorized to pay \$45,000 for the 40 miles above mentioned thus withholding from the subsidy, no portion of which has been paid, the sum of \$83,000 to cover work remaining to be done.
- PC 1888-2546 28/11/1888 Cancels PC 1888-2085.
- PC 1888-2545 29/11/1888 BW&SSM has submitted plans and profiles of the line as built ,with the exception of one point, station 1965, where there is a 10 degree curve, the limit of the contract being 6 degrees, the changes made tend to improve the alignment and reduce the curvature (with the above exception). Approves the alignment conditionally upon the reduction of the 10 degree curve to one of 78 degrees. Contract to be modified so as to admit of the introduction of an 8 degree curve in place of a 6 degree curve at this point. The plans and profiles so modified be approved. Cancels PC 1888-618
- PC 1890-1685 01/07/1890 Following an inspection it appears that work still remains to be done to the value of \$49,160 which includes rolling stock to the value of \$10,000.
 Amount voted for Brockville to Westport was \$128,000
 Amount paid \$45,000
 Amount voted for 20 miles from Newboro towards Palmers Rapids \$64,000 of which \$12,000 is applicable for assistance between Newboro and Westport (4 miles)
 Total subsidy now applicable between Brockville and Westport \$95,000 of which \$49,160 yet to be completed. Minister is authorized to pay the balance of \$46,640.
- PC 1890-2881 24/12/1890 1. Order in Council of 1 July 1890 authorized payment of \$46,640 to the BW&SSM for subsidy earned by that Company, this be amended to reduce the amount authorized to be paid to \$33,840.
 2. Contract be amended so as to accept for subsidy purposes of trestle approaches in place of solid embankment at crossing of Grand Trunk Ry.
 3. That an extension of the time for completion be fixed to 1 Dec 1891 from 1 Aug 1889.
 4. Authorizes the minister to pay \$13,560 subsidy earned by them.

Identifier Date Notes

- PC 1891-2346 02/10/1891 Subsidy was granted to the Brockville, Westport & Sault Ste. Marie Ry. for a line from Brockville to Westport, the maximum being \$128,000 for 40 miles at \$3,200 per mile. The balance of this subsidy unpaid in 1889, \$83,000, was revoked in that year. The distance between Brockville and Westport is actually 44 miles, the 40 mile section bringing the road only up to Newboro, leaving four miles unsubsidized.
A subsidy was authorized between Newboro and Palmers Rapids. This covered the said four miles between Newboro and Westboro. No contract was signed for this section. An order in council was passed on 1 July 1890 authorizing payment for work on the whole distance between Brockville and Westport, \$46,600, partly from the original subsidy for 40 miles and partly for the four miles granted later. Payment for this 4 miles was objected to by the Auditor General in the grounds that payment could not, under the Act, be made for less than a ten mile section.
An amending order in council was issued on 24 December 1891 which deducted the amount proposed to be paid for the four miles and reduced the amount to be paid to \$13,560. An act has been passed whereby the Company may receive the subsidy for 20 miles from Newboro to Palmers Rapids in sections viz. on the completion of four miles and on the completion of 16 miles.
The order in council of 24 December 1890 was based on a report from the Chief Engineer of Government Railways from which it would appear that were the four miles to be included an additional \$12,800 would have been earned by the Company.
Approves the payment of an additional amount of \$12,800 to cover the additional four miles between Newboro and Westport.
- PC 1891-2541 19/10/1891 Approves a recommendation by the Postmaster General to use the BW&SSM for mail purposes. This railway is now running regularly between Brockville and Westport. Proposes to carry mails daily by Postal Car, the ordinary payment for which is made at the rate of 8 cents per mile per annum (\$2,216)
- PC 1906-1897 21/09/1906 Authority to enter into a new contract with the BW&SSM completion to be fixed for 1 Aug 1907.
- PC 1906-2438 08/12/1906 Authority for payment of balance of subsidy. \$35,600 to the creditors of the BW&SSM. Company has not built and does not propose to build the 16 miles from Westport to Palmers Rapids.
- 5572 05/11/1908 William J. Curle of Brockville is authorized to prepare and issue tariffs of tolls to be charged by the BW&NW.
- 17382 31/08/1912 BW&NWR ordered to reconstruct the cattle pass of Wellington McLean of twp. of Elizabethtown, Leeds County, so as to provide a suitable crossing at least 8' in width. Work to be completed by 31 Oct. 1912.
- 19693 25/06/1913 Following complaints by Rev. William Westell of Athens and Rev. O'Rorke of Westport, BW&NW ordered:
(1) to renew ties at following bridges:
(a) Bridge just east of Lynn Station, four bents, new ties;
(b) Bridge just west of Lynn station, three bents, new ties and stringers;
(c) bridge at Corbett's Creek, new stringers under the rails;
(d) bridge over Rideau Canal at Newboro, new ties.
(2) to renew at least 30,000 ties on the line; that the whole line be ballasted; highway crossings be made to conform to standard regulations for highway crossings.
(3) The work required to be completed by 1 November 1913.
- 19856 12/07/1913 BW&NW to construct a cattle pass 8' wide and as high as ground will permit through the embankment near or close to the lane leading out from the barn of D.H. Grey and C.S. Grey, Elizabeth twp., lots 30 & 31, conc. 3.
- 19922 28/07/1913 19856 be amended by adding "The said cattle-pass to be constructed and completed within 60 days from the date of this order".
- 49745 11/04/1933 Cattle guard exemption for crossings at following mileages: 0.40, 1.00, 1.90, 3.30, 3.90, 5.65, 6.42, 7.30, 7.90, 8.89, 19.98, 20.30, 22.40, 22.80, 23.95, 28.85, 30.30, 31.00, 31.10, 37.05, 38.70, 39.05, 39.97.
- 79236 18/06/1952 CNoR authorized to abandon the Westport subdivision between Lyn Junction (m. 0.0) and Westport (m. 40.51).