

Renfrew - by Mileage

Mileage	Location	Date	Number	Notes
0		10/04/1962	107670	CNR authorized to abandon the former Renfrew sub. between m. 0.0 and m. 1.66.
0.55	Silicate Brick siding	02/05/1912	PC 1912-113	Approves the entry into a lease granting permission for the Canada Silicate Company to lay and maintain a railway siding in the Rideau Canal Reserve Lands already enjoyed by them under a lease dated 4 May 1903, such siding to connect with the Grand Trunk Railway on adjoining property; such permission to be by way of an endorsement on the Company's present lease.
		10/07/1913	19788	GTR authorized to construct a branch or siding commencing at a point on its railway on lot G, Rideau Front concession, Township of Nepean, now City of Ottawa, thence southerly to and into the premises of Silicate Brick Co, under lease from Dominion Government as shown on plan filed . To be completed within three months.
		08/11/1915	24422	19788 is rescinded and GTR is authorized to take up and discontinue the operation of the Silicate Brick Co. spur.
0.6	Echo Drive	01/03/1910	9809	GTR ordered to protect the crossing at Echo Drive with a flagman.
		01/03/1910	9809	Orders that the GTR bridge tender employed at Echo Drive shall act as flagman at the crossing of Echo Drive.
		28/11/1921	31834	Appliction by GTR to substitute an electric bell and wigwag for the watchman at Echo Drive is denied. There are so many shunting movements that it would be difficult to ascertain which movements were going to use the crossing. The GTR also suggested that the signals could be activated manually by the watchman at Main Street but he would not have a good view and this would defeat the automatic nature of the system.
0.64	Rideau Canal Drawbridge	06/03/1882	PC 1882-414	Approves application by the Canada Atlantic Ry. for authority to cross the Rideau Canal by means of a swing bridge to be constructed at a point near the City of Ottawa, Stewarton shown on a plan submitted. The Chief Engineer of Government Railways reported "there seems to be no objection to allow a railway crossing at the place mentioned provided the approach to the swing bridge on the Stewarton side is made either of open work or has openings in it so as will allow the water to flow freely and that there shall be no descending grade in the immediate vicinity of the bridge and leading to it and greater than 20 feet to the mile. Also that there shall be proper rest piers for the bridge when open and that these piers shall have guards and the whole as well as the superstructure of the bridge shall correspond to the centre line of the Canal as marked out by the officer in charge of the Canal, openings for navigable channel on side of centre pier for swing bridge to be not less than 40 feet in width." Authority was given subject to the above conditions.
		29/08/1903	PC 1903-124	Grants lease, during pleasure, of land on Rideau Canal Reserve near Elgin Street to Canada Atlantic Ry. Two parcels on the west side of the Canal, one 0.8 acres (A) and the other .0008 acres (C) and a third parcel of land on the east side 0.87 acres (B) in extent together with the right to cross the Canal with a swing bridge and further the right to cross overhead the space between parcels A and B. The rental to be \$75 per annum. This was in connection with the Elgin Street subway construction. The attached plan shows a siding from the CAR to the Canal bank, east side.
		25/11/1910	PC 1910-238	Approves Grand Trunk Ry. plan for rebuilding bridge over the Rideau Canal using a 120' deck plate girder swing bridge
		13/01/1911	12752	Grand Trunk Ry. authorized to reconstruct the present swing bridge (No. 42) carrying its railway over the Rideau Canal at Ottawa at m. 134.39 in the 30th District. The number is shown as 12732 in GTR correspondence but the correct number is 12753.
		22/04/1911	13476	Approves changes in the alignment of tracks as already constructed in the vicinity of the Rideau Canal, across Main Street, Elgin Street and Echo Drive.

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0.64	Rideau Canal Drawbridge	24/01/1912	15838	Grand Trunk Ry. authorized to reconstruct the Swing Bridge over the Rideau Canal and approves span diagrams and plan for rebuilding the pivot pier authorized by 12752..
		27/07/1915	PC 1915	Authorizes cancellation of lease 15380 of 22 Feb. 1904, which leased canal reserve land to the CAR. This allowed the removal of the Silicate Brick Company siding for the construction of the access to the Pretoria Bridge.
		25/12/1915	PC 1915-305	Grants a new lease to GTR to replace the lease of canal reserve lands which was needed for the construction of the Pretoria Avenue approaches on the east side of the canal.
		21/08/1929	PC 1929-149	Lease of Rideau Canal Reserve lands to CNR and together with the right and privilege of maintaining the existing swing bridge between the leased parcels of land. New lease to superseding that of 16 March 1916. Lot G and Lot F in the Echo Drive/Elgin Street area.
		11/07/1940	59374	Approves the interlocking to be installed by CNR for the drawbridge over the Rideau Canal at the east end of Bank Street Yard, m. 1.4 Renfrew sub. A speed restriction not exceeding ten miles an hour is imposed on all trains approaching within 200 feet of the home signal on the main line and the derail in the side tracks.
		12/05/1941	60695	Authorizes Canadian National Ry. to operate their trains through the interlocking plant for the drawbridge over the Rideau Canal, east of Bank Street Yard without first being brought to a stop; provided the signals are in a "proceed" position and that a speed restriction not exceeding ten mph. be imposed on all trains approaching within 200 feet of the home signal on the main line and the derail on the side tracks.
0.68	Elgin Street	06/08/1901	PC 1901-158	It having been decided that the train conveying the Duke and Duchess of Cornwall and York shall reach Ottawa at the old station of the CAR on Elgin Street it has been found necessary to put in a siding to enable the CPR train to approach that station and a long platform will also have to be constructed. The Citizens' Committee have undertaken to improve the station and surroundings and have asked the government to put in sidings and erect platforms etc., the estimated cost (\$1,000) to be borne by the government. The Auditor General is authorized to issue a cheque for \$1,000 in favour of C. Berkeley Powell Esq. MPP and Warren Y. Soper Esquire representing the Citizen's Committee, in full of the proposed expenditure.
		09/06/1902	PCRC	(1) Access be given by a subway under the CAR east of Elgin Street. (2) Subway to be 60' wide and 15' headway. (3) Deleted (4) Diversion of Elgin Street to commence at junction with Archibald Street thence southeasterly to the point where the subway will commence (150') to the east of Elgin Street thence to the outlet of the subway south westerly to the junction of Elgin Street and Pretoria Avenue. (5) West side and approaches to be open to all classes of traffic. (6) Isabella Street to be prolonged and properly graded into the subway. (7) No cost to the City. (8) City to be indemnified by CAR for damages. (9) City to have the right to grant permission to construct street railway tracks on the diversion and through the subway. (10) All works to be subject to approval of Collingwood Schreiber. (11) Ottawa Improvement Commission to lay a second roadway on the Canal Reserve from Patterson Avenue to Second Avenue to Mutchmor Street
		12/06/1902	PC 1902-105	In connection with the improvements carried out by the Ottawa Improvement Commission in the neighbourhood of the Rideau Canal which comprise the formation of a driveway on the Reserve Lands on the west side of the Canal, it becomes necessary to pass under the existing tracks of the Canada Atlantic Ry., a work of some expense in which both the railway company and the Commission participate. There are at present lying at the Sault Ste. Marie Canal certain girders, portions of the old bridge across the Canal for which a new structure has been substituted. These girders not being otherwise needed, authority is granted to transfer such of them as are suitable to the Ottawa Improvement Commission for the purpose of forming the superstructure for the proposed subway.

Mileage	Location	Date	Number	Notes
0.68	Elgin Street	22/11/1902	PCRC 19553	Authorizes the construction of the Elgin Street subway.
		05/12/1902	PC 1902-177	Approves an order of the Railway Committee dated 2 Dec 1902 approving a subway being built under tracks of Canada Atlantic Ry. on Rideau Canal lands between Isabella and Catherine Streets and for the diversion of Elgin Street. 1. A subway bridge of a clear opening of not less than 60' in width and with a clear headway of not less than 15' be constructed. Sets out in detail the responsibilities of the parties, use of the Sault Ste. Marie girders etc.
		10/07/1926	37843	Ottawa Electric Railway authorized to operate its cars through the subway on the Driveway at Elgin Street.
0.7		12/03/1925	36166	Ottawa Electric Ry. is authorized to construct its tracks across the tracks of the Canadian National Ry. along the existing subway known as the "Elgin Street Subway". (a) all works to be conducted under the supervision of, and when completed, and before operation, to be approved by the Chief Engineer of the Board, who will, in such supervision and approval, confer with the Engineers of the Applicant Company, the City of Ottawa, the Ottawa Improvement Commission, and the Canadian National Ry. The decision of the Board's Engineer, in case of any difference of opinion, to be final, unless, in his opinion, a reference to the Board is thought necessary to the decision of any question that may arise touching the performance and completion of the work; (b) No cars of the OER to be operated hereunder unless and until further order of the Board is made granting such permission, upon the report of the Chief Engineer; (c) All cars of the OER shall at all times be operated through the subway and in the approaches going into and emerging from the subway, at a speed not exceeding six miles an hour; (d) The OER shall, at its own expense, pave and maintain the roadway in and entering the subway between its tracks, and for eighteen inches on each side thereof, with the same material as the said roadway is now paved; and as and when changes are made in the paving of the said roadway, shall repave of the same material, so that at all times the pavement between the street railway tracks and for eighteen inches on each side thereof shall conform to the grade and material of the whole roadway; (e) The OER shall bear and pay the whole expense of the said work, which expense shall include all costs otherwise entailed upon the Ottawa Improvement Commission in the alteration of the grade of its roadway approaching the subway from both ends consequent upon the lowering, or other alteration, of the grade necessary for the obtaining of necessary headroom for the OER cars and replacing of all service pipes or sidewalks; (f) That all questions as to further protection of traffic and the cost thereof, and all other incidental questions, be reserved to be disposed of by the Board as and when occasion arises. Nothing in this order affects the rights and interests of the several parties concerned under -- (1) the agreement between the City of Ottawa and the OER, providing for such extension of the tracks of the OER; (2) Order No. 19553, dated 22 November, 1902, of the Railway Committee of the Privy Council, referring to the said subway; and (3) By-law No. 2253 of the City of Ottawa, dated 30th March, 1903, and any amendments heretofore made.
0.82	Library Bureau siding	28/10/1914	22788	GTR authorized to construct a branch or siding commencing north of Isabella Street thence extending upon, along and across Isabella Street and Metcalfe Street to and into the premises of the Library Bureau of Canada, south of Isabella Street. To be completed within 6 months.
0.85	O'Connor Street	12/01/1959	96827	City of Ottawa authorized to construct a temporary crossing of CNR at O'Connor Street; CNR to install two flashing lights and one bell before the crossing is opened.
		14/03/1961	104021	Extends time within which temporary crossing may remain open at O'Connor Street authorized by 96827.
1.09	Bank Street	27/06/1891	PCRC	Approves the application by the Ottawa Electric Street Ry. for permission to cross Canada Atlantic Ry. at Bank Street as set out in an agreement between the two companies.

Mileage	Location	Date	Number	Notes
1.09	Bank Street	21/06/1905	511	<p>CAR authorized:</p> <p>(1) to construct a single line branch line from its yard situated on the south side of Catherine Street, across Catherine Street, along Elgin Street and across Argyle Avenue so as to connect the yard of the company with the site of the National Museum at present under construction.</p> <p>(5) Trains shall only be operated between 11:00 p.m. and 06:00 am. (6) No cars shall be allowed to stand or remain on any of the highways upon which the branch is constructed but shall be moved without any unnecessary delay.</p> <p>(7) Should it become necessary to move cars over the line at any time except between 11 p.m. and 6 am such cars may be moved by hauling them with horses, but no engine shall be operated under any circumstances over the line except between 11 p.m. and 6 am.</p> <p>(8) This order shall remain in force until 25 July 1905 or until such time as the CAR application shall have been heard and determined by the Board.</p>
		18/07/1905	550	Amends paragraph (5) of 511 because of complaints of hours of operation of the trains. Paragraph 5 is struck out and the following substituted therefore : That such trains shall only be operated over the said line of railway between the hours of 7 am and 1 p.m..
		29/08/1905	671	CAR authorized to construct a branch line from the company's yard on the south side of Catherine Street to the site of the National Museum under terms as set out in the agreement with the City of Ottawa dated 5 Jun, 1905. The branch to be completed within two years from the date of this order.
		04/09/1905	638	<p>CAR ordered to</p> <p>(1) construct a subway under the tracks at Bank Street.</p> <p>(3) Costs shall be borne 3/8 by City, 3/8 by CAR and 1/4 by OER.</p> <p>(5) Sufficient width is to be allowed for three tracks but the CAR may only lay two tracks, the remaining space is to be reserved for any other railway that may be allowed to be constructed at that point.</p> <p>(6) The roof of the subway is to be of sufficient height to allow of the proper operation of the Electric Railway.</p> <p>(7) The works ordered shall be commenced within 8 months and completed within 12 months from the date of the order.</p>
		05/09/1905	640	<p>OER given permission to appeal to the Supreme Court on order 638 on the following questions of law:</p> <p>(1) Whether by terms of the agreement between OER and City of 28 June 1893, the OER should have been ordered to contribute to the cost of the work ordered to be constructed.</p> <p>(2) Whether the OER was entitled, under the said agreement, to have the City furnish to the OER for the use of the OER a street known as Bank Street including that portion where it crossed the CAR (either with existing tracks or with a changed grade as proposed) upon terms as laid down in the agreement and whether, if such was the effect of the said agreement, the OER should have been ordered to constitute to the cost of the work as ordered to be constructed.</p>
		18/06/1906	1283	Construction of subway under CAR tracks at Bank Street. CAR asked for an order varying 638. CAR ordered to proceed with due diligence to acquire the land required for the subway. CAR ordered to furnish the City of Ottawa and OER, each month, with details of quantities of said work and amounts expended and the City shall pay 3/8 of the amount of such statement and the OER shall pay 1/4 of such statement. Upon completion of the work, the CAR shall furnish a statement showing the respective balances and the parties shall pay their respective shares. During the construction of the subway, the CAR is permitted to remove and is relieved of the liability of maintaining the gates, heretofore constructed and maintained by it under the terms of an order of the Privy Council, on each side of the company's railway at Bank Street.
		24/07/1906	1297	Approves plans filed by CAR of the subway under the tracks at Bank Street. Plans were approved by the City of Ottawa and the OER.

Mileage	Location	Date	Number	Notes
1.09	Bank Street	01/08/1906	1325	CAR authorized to take and acquire land for the construction of the Bank Street subway. Land being part of Subdivision lot 12 fronting on the East side of Bank Street, in lot "F" Concession "C" twp. of Nepean, now in the City of Ottawa; commencing at a point where the East boundary of Bank Street intersects the North boundary of Catherine Street; thence Northerly with the said easterly boundary 76' more or less to a point in the boundary line between subdivision lots numbers 11 and 12; thence Easterly with said boundary line between subdivision lots 11 and 12, 99' more or less, to a point in the Westerly boundary line of subdivision lot 17; thence southerly with the said boundary line last mentioned 76' more or less to a point in the Northerly boundary of Catherine Street; thence Westerly with the said Northerly boundary of Catherine Street 99' more or less to the point of beginning and containing 0.17 of an acre, more or less. Note. This was the property of Mrs. H.C. Monk.
		01/08/1906	1324	CAR authorized to take and acquire land for the construction of the Bank Street subway. Land part of subdivision lots 13 and 14 fronting on the east side of Bank Street in lot "F" concession "C", twp. of Nepean (now in the City of Ottawa) commencing at the point where the east boundary of Bank Street intersects the south boundary of Catherine Street; thence southerly with the east boundary of Bank Street, 132' 9" more or less, to a point on the boundary line between subdivision Lots 14 and 15; thence easterly with said boundary line last mentioned 25' to a point; thence Northerly to the said last boundary of Bank Street 132' 9" more or less to a point on the said south boundary of Catherine Street; thence Westerly with the said South boundary last mentioned 25' to the beginning and containing 0.077 acres, more or less, together with all the buildings erected thereon. Note - this was the property of the W.C. Edwards Company.
		21/08/1906	1381	Approves plans showing details of abutments and superstructure of the subway under the tracks on bank Street.
		17/12/1920	29161	Application by O'Reilly & Belanger Ltd. for an order directing the GTR to provide reasonable and proper facilities for the unloading, handling, storing and delivery of the applicant's coal at the coal trestle erected upon the lands of the GTR in its station yards at Isabella Street, Ottawa and for a mandatory order directing the railway to terminate an agreement or lease made between the railway and the Coal Trestle Company Ltd. dated 25 October, 1916. BRC decides that it has no power to fix the rental rates for space owned by the Coal Trestle Company at Isabella Street, Ottawa and denies the application.

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1.09	Bank Street	26/01/1922	32041	<p>Application by residents of Ottawa for an order requiring the GTR to stop trains 58 and 52 at the Bank Street Yard Office to allow passengers to detrain is dismissed. Application was mainly made by commercial travellers who have to go to Central Station in order to purchase reduced rate tickets. Ottawa has a more up to date street car service than any other city on Canada and the Central station is located centrally. It would be a mistake to establish stations elsewhere in the city, especially at such short distance from the Central station.</p> <p>The decision, which was given by the Chief Commissioner, Hon. Frank B. Carvel), and concurred in by Commissioners Calvin Lawrence. Dr. Rutherford and Dr. S. J. McLean, is as follows: "In my opinion, this application should be dismissed. "At the hearing the company .was ordered to take a census of the traffic for one month, which they have done between the 16th day of November and the 15th of December, both inclusive, the results being as follows: Train 58 Commercial Travellers' tickets, 147; Other paying tickets, 1,044; Passes: 51 Train 52 Commercial Travellers tickets, 252; other paying tickets. 940:Passes, 173. "The number of commercial travellers on the incoming .train, which is the only one about which the application is made, is not very great and, while, no doubt, the stoppage of the train in question would be some convenience to this limited number, as well as to certain other persons living in that portion of the City of Ottawa who wish to use this particular railway, yet, on the' other hand, it would be impossible to maintain the service as requested, because there would inevitably be a demand for the stoppage of outgoing trains by some person who wished to travel on the Parry Sound line, not a commercial traveller. It is Quite .evident that commercial men must go to the Central Station to buy their tickets in order to take advantage of the. reduced rates. .This would be followed very shortly by a demand for station, facilities., including an agent for baggage and express and all that goes with it, and. I do not think we are justified in imposing this burden upon the railway company at the present time "Perhaps, however, I am influenced in this decision more by the general conditions in Ottawa than the special case referred to. Probably no city in Canada has a more up-to-date street car service than has the City of Ottawa: the Central Station, which now accommodates all passenger trains, is centrally located, and I think it would be a great mistake to establish stations elsewhere in the city, especially at such a short distance from the Central Station."</p>
		20/06/1927	39251	<p>Application by City of Ottawa for an order apportioning the cost of laying a new pavement unfer the tracks of the CAR on Bank Street. Appoints A.G. Blair K.C. and Thomas L. Simmons, Board Counsel and Chief Engineer, respectively, to make inquiry and report.</p>
		18/11/1938	56710	<p>Authorizes CNR to use Bank Street Yard as a terminal for mixed trains Nos. 205, 206, 445 & 446 provided these trains use the tracks shown in red on the plan filed with the Board, in leaving and arriving in Bank Street Yard; and that coaches for these trains be spotted at platform at the yard office, Bank Street yard, when leaving and arriving, for the purpose of allowing passengers from these trains to entrain and detrain without first having to pass over any yard tracks.</p>
		03/06/1949	72521	<p>Approves location of unloading point, pipe lines, one 10,000 gal underground storage tank and other facilities of Coca Cola Ltd. near the CNR tracks in Ottawa.</p>
1.2	National Manufacturing Sidings	15/02/1910	9553	<p>GTR authorized to construct a branch line from a point on its railway south of Bay Street thence to and into the premises of National Manufacturing on lots 29, 30 and 31 south of Catherine Street. To be completed within 3 months.</p>
	Barrett Lumber	21/03/1911	13279	<p>GTR authorized to construct a branch line or spur for the accommodation of J.C. Low, Wright & Co. E.F. & G.E. Barrett and the Ottawa Manufacturing Co. Commencing on lot 24 south of Catherine Street, thence in an easterly direction and crossing lots 24, 23, 22 & 15, south of Catherine Street, Kent Street (closed), part of lots 15, 21, 20, 19 & 15, south of Catherine Street to a point on the applicant's property west of Bank Street. To be completed within 6 months.</p>
	National Manufacturing Sidings	03/10/1911	14916	<p>Approves proposed deviation in branch line to serve National Manufacturing authorized by 9553..</p>
1.3	Lyon Street	09/03/1909	6487	<p>GTR authorized to construct a branch line from west of the westerly boundary of Lyon Street (not existing as a public crossing) across GTR lands thence eaasterly into the property of W.D. Morris, south of Catherine Street. Given 2 years to complete construction.</p>

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1.3	Lyon Street	05/03/1925	Judgement	Application by the City of Ottawa for a level crossing over nine tracks of CNR as a proposed extension of Lyon Street is refused. This would have been a great convenience to many people but would have required the CN to cut all trains at the crossing and there would be considerable delays to vehicular traffic and some danger even if the crossing were protected by gates.
1.5	City of Ottawa spur	09/09/1918	27652	GTR authorized to construct, within 3 months, a spur at a point west of Bay Street, (not opened) thence easterly and into the premises of the City of Ottawa, north of Chamberlin Avenue, adjacent to the Civic Asphalt Plant.
1.65	John Heney Spur	05/09/1911	14698	GTR authorized to construct a branch line or siding commencing at a point east of Bronson Avenue thence extending easterly to and into premises of John Heney on lots 32, 33 & 34 south of Catherine Street.
		02/09/1913	20278	GTR authorized to construct a branch line or siding commencing at a point on its railway south of Catherine Street thence extending in an easterly direction into John Heney & Son. To be constructed within 3 months.
1.66	Bronson Avenue	16/06/1912	16811	GTR ordered to protect Bronson Avenue by means of an overhead bridge. Retaining walls, concrete abutments, earth filling and flooring to be constructed by the City of Ottawa; steel bents and stringers by the GTR.. GTR to maintain the upright steel bents and the City to maintain the remainder of the bridge and approaches.
		11/03/1925	36165	Application by OER for permission to cross CNR on the OER Bronson Avenue extension on Bronson Avenue without grade separation is dismissed.
		26/06/1961	104871	CNR authorized to abandon (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.
1.7	Turner Street	11/11/1921	31760	GTR ordered to reconstruct and repair, by 1 Dec 1921, the bridge carrying Turner Street over GTR in City of Ottawa.
1.77	Bell Street	28/09/1906	1741	OER granted leave to cross, by means of an overhead bridge, Bell Street, the tracks of the CAR, for a period of 3 months from the date of this order pending an application by the OER to determine the question of the future maintenance of the bridge.
		28/12/1906	2374	The time fixed for 1741 is extended for 30 days from the date of this order.
		14/02/1907	2663	OER granted leave to cross, by means of an overhead bridge, Bell Street and the tracks of the CAR. Cost of maintenance to be defrayed as follows: substructure or uprights, from the sill to the caps included, to be borne by the CAR; stringers and floor beams by the OER; planking and railing by the City of Ottawa; subject to the provision that any change in the bridge, or in the tracks of the CAR, or the substitution of a new bridge being required or authorized by the Board, the OER shall bear as much of the cost thereof as shall be ordered by the Board.
		14/08/1933	50226	Following repairs made to the bridge the Ottawa Electric Railway and CNR are authorized to operate over and under the bridge on Bell Street.
1.9	Lebreton Street	22/06/1921	31163	GTR ordered to maintain a bell at Lebreton Street which had formerly been there voluntarily.
1.98	Booth Piling Grounds	22/05/1889	PCRC	Application by CAR for sanction to the building of a branch line through Rochesterville, Mount Sherwood and Fraserfield in Nepean twp.
				After due consideration the Committee approved construction of the branch provided the City of Ottawa has no objection and the Ottawa City authorities be afforded another opportunity of appearing before the Committee should there be any opposition on their part to the application.
		05/07/1921	PC 1921-234	Approves the lease of 16 acres of Rideau Canal Reserve land facing Dows Lake to J.R. Booth "during pleasure" from 1 January 1921 for use as a piling ground.

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1.98	Booth Piling Grounds	20/06/1928	PC 1928-101	Approves the lease of land during pleasure from Department of Railways and Canals to the federal District Commission. This was the former Booth Piling Grounds.
2.1		29/07/1960	101910	CNR authorized to remove trackage of the former Renfrew sub. between m. 2.1 and m. 2.5 in the City of Ottawa.
2.11	Preston Street	10/04/1909	6814	Orders GTR to build a new bridge across Preston Street. Roadway to be at least 50' wide, clearance at least 14'6". To be completed within 6 months from date of order. Cost to be divided equally between City of Ottawa and GTR however, Ottawa not to pay more than \$3,000 towards the costs of changes to the grade of the railway.
		19/10/1909	8421	Approves plan showing proposed new bridge to be erected across Preston Street as ordered by 6814.
		11/06/1912	16853	Refuses application by City of Ottawa for an order requiring GTR to remove its tracks from Preston Street.
	Export Lumber	11/06/1912	16857	GTR authorized to construct a spur for Export Lumber, crossing Preston Street (earlier spur had been built without authority of the Privy Council). When OER constructs its line on Preston Street GTR shall be at expense of putting in diamonds and movements over crossing shall be between the hours of 12 midnight and 5 am.; when movements are taking place, a flagman, appointed by and at the expense of the GTR shall be stationed at the crossing to prevent street cars and vehicular traffic from crossing during the time the steam cars are approaching or passing. The gates on GTR right of way be maintained by GTR and shall be kept closed except when there is a movement on the steam track to cross the highway. If at any time cars are left standing on the west side of Preston Street the GTR shall install a turnout switch to prevent cars running down the grade to Preston Street.
		10/07/1935	52066	Amends 16857 by striking out words "five o'clock" and substituting "six o'clock" - re movements over GTR spur for Export Lumber on Preston street, Ottawa.
2.3	St. Lawrence & Ottawa over	22/11/1892	PC	<p>The OA&PS (Parry Sound Company) having applied to the Railway Committee of the Privy Council for its approval of the place and mode of a proposed crossing of the StL&O by the railway of the applicant, the mode being an overhead iron bridge and the place being that shown on the plan hereto annexed marked "A".</p> <p>And the parties interested including the CP (Pacific Company) now operating the StL&O as lessee thereof having been heard before the Committee and having consented to the terms of the following order:-</p> <p>(1) On or before the first day of January AD1894 the Parry Sound Company shall construct at the said place, and shall thereafter at its cost maintain an overhead iron bridge sufficient to carry its railway above and across the said railway so operated by the Pacific Company as aforesaid, and of such strength and dimensions and of such design and material and workmanship as the Committee or any Engineer by it appointed for that purpose may from time to time direct, all its parts being at such height above the tracks of the Pacific Company as will from time to time and at all times meet the requirements of the law and of every order or direction of the Committee which may be made in respect thereof and at such distance apart as will always leave a clear opening from top to bottom of at least sixty feet at right angles for the exclusive use of the Pacific Company.</p> <p>(2) Until the said first day of January the Parry Sound Company may make and use the said crossing by an overhead wooden bridge at the said place of such design as the Chief Engineer of Government Railways may direct - the clear openings at right angles being not less than eighteen feet.</p> <p>(3) The Pacific Company is to make no claim for the use of any of the land now occupied for its right of way which may be occupied by the Parry Sound Company in constructing or using the said overhead crossing as above described.</p>

Mileage	Location	Date	Number	Notes
2.3	St. Lawrence & Ottawa overpass	09/02/1894	PCRC	Whereas by an order dated 22 November 1892, the Railway Committee of the Privy Council approved the place and mode of crossing by the OA&PS of the StL&O (leased to the CP) the mode being an overhead iron bridge, the said bridge to be constructed on or before the 1st day of January 1894, in the meantime the use of a wooden bridge being allowed - And whereas the OA&PS have represented that they have been unable to complete the said iron bridge by the time stated, and have requested an extension of time for the completion of the same - And, having heard the applicants through their counsel at a meeting held on the 9th day of February 1894 (when counsel for the CP was also present and stated there was no objection on the part of that Company to the delay asked for being granted) and having duly considered the said application, the Committee authorizes an extension of time for the completion of the said iron bridge to the 1st day of July 1894 and the use of the present wooden structure until that date, the order of 22nd November 1892 as above being varied accordingly.
2.41	John Oliver Spur	04/02/1908	4299	GTR (controlling the CAR) authorized to construct a spur from a point on the CAR line east of Fourth Avenue, Hintonburg village, thence in a north-easterly direction crossing Second Avenue (not open) to the factory of John Oliver & Sons on lot D.
2.47	Bayswater Avenue	22/10/1908	5486	City of Ottawa authorized to lay a 12" tile sewer pipe under CAR at Bayswater Avenue, formerly Fourth Ave.
2.5		29/10/1952	80050	CNR may abandon the Renfrew sub. from m. 2.5 to 12.2 under the CN-CP Act.
2.64	Fairmont Avenue	16/04/1932	48434	Application by the City of Ottawa for an order requiring the CNR to demolish and remove the existing bridge over Fairmont Avenue and replace it with a plate girder bridge, with concrete abutments and wing walls. The application was denied but CNR was ordered to remove a sufficient portion of the embankment on the west side of the bridge to provide for a sidewalk being built, the cost of the work to be borne by the City of Ottawa.
2.9		14/09/1905	657	Dismisses application by Robert Reid for an order directing the CAR or John R. Booth to construct the highways or streets known as 8th, 9th, 10th, 11th and 12th Avenues, south half of lot 36, 1st concession Ottawa Front, twp. of Nepean where the same separates the northern and southern portions of the south half of said lot. Application is dismissed against CAR. Applicant ordered to pay \$50 costs to John R. Booth.
3.2	Holland Avenue	12/12/1895	PCRC	Approves plan and profile of proposed crossing of OA&PS by the Ottawa Electric Ry. on Lot 36, Con. 1, Ottawa Front, Township of Nepean. This is the crossing of the OA&PS by the OER at Holland Avenue by an overpass.
		20/08/1909	7832	GTR authorized to reconstruct bridge No. 50 at m. 136.94 over Holland Avenue, 1.16 miles west of Chaudiere Junction.
		21/06/1911	14040	GTR authorized to operate bridge No. 50 at m. 136.94, Holland Avenue.
3.5	Clarendon Avenue	06/12/1934	51606	Authorizes City of Ottawa to construct highway crossing over CNR at Clarendon avenue, Ottawa.
4	Sun Oil Co	20/09/1946	67925	Approves location of pipelines of Sun Oil Co. at m. 4.0 Renfrew subdivision, Ottawa.
8.4	Richmond Road	01/04/1911	13350	Removes statutory speed limit first highway west of Graham Bay.
		05/03/1912	16112	Removes statutory speed limit. (lot 17, conc. 2 twp.of Nepean).
		09/07/1928	41031	Removes statutory speed limit following accident on 16 Jun 1928 at crossing between Village of Westboro and the City of Ottawa in Nepean twp. (Provincial Highway No. 17). Verify location.

Mileage	Location	Date	Number	Notes
9	Crossing over CP	22/11/1892	PCRC	<p>OA&PS Ry. having applied to the Railway Committee of the Privy Council for its approval of the place and mode of a proposed crossing of the CPR by the railway of the applicant the mode being at rail level and the place being on lot number 5 in the second concession of the Township of Nepean as shown on the plan annexed.</p> <p>And the parties interested having been heard before the Committee and having agreed that the proposed crossing should be not at rail level but overhead as hereinafter described and the application of the OA&PS being varied accordingly, and both parties having consented to the terms of the following order:-</p> <p>The Committee doth hereby approve of the said overhead mode of crossing and doth order that it may be constructed and used on the following conditions:</p> <p>(1) On or before the first day of January AD 1894, the Parry Sound Company shall construct at the said place and shall thereafter at its own cost maintain an overhead iron bridge sufficient to carry its railway above and across the CP and of such strength and dimensions and of such design and material and workmanship as the Committee or any Engineer by it appointed for that purpose may from time to time direct, all its parts being of such height above the tracks of the CP as will from time to time and at all times meet the requirements of the law and of every order or direction of the Committee which may be made in respect thereof and at such distance apart as will always leave a clear opening from top to bottom of at least forty five feet at right angles, for the exclusive use of the CP.</p> <p>(2) Until the said first day of January the Parry Sound Company may make and use the said crossing by an overhead wooden bridge at the said place of such design as the Chief Engineer of Government Railways may direct - the clear opening at right angles being not less than 18 feet.</p> <p>(3) The Pacific Company is to make no claim for the use of any of the land now occupied for its right of way which may be occupied by the Parry Sound Company in constructing or using the said overhead crossing as above described.</p>
		09/02/1894	PCRC	<p>Whereas by an order dated 22 November 1892, the Railway Committee of the Privy Council approved the place and mode of crossing by the OA&PS of the CP at a point on lot 5 conc. 2, Nepean twp, the mode being an overhead iron bridge, the said bridge to be constructed on or before the 1st day of January 1894, in the meantime the use of a wooden bridge being allowed -</p> <p>And whereas the OA&PS have represented that they have been unable to complete the said iron bridge by the time stated, and have requested an extension of time for the completion of the same -</p> <p>And, having heard the applicants through their counsel at a meeting held on the 9th day of February 1894 (when counsel for the CP was also present and stated there was no objection on the part of that Company to the delay asked for being granted) and having duly considered the said application, the Committee authorizes an extension of time for the completion of the said iron bridge to the 1st day of July 1894 and the use of the present wooden structure until that date, the order of 22nd November 1892 as above being varied accordingly.</p>
9.28	Graham Bay	10/07/1940	59368	Removes statutory speed limit at CNR crossing first west of Graham Bay.
11.4	Nepean	07/11/1951	77684	<p>(1) Approves plan, profile and book of reference for connection between CNR Beachburg sub. m. 14.4 and CNR Renfrew sub. m. 12.12;</p> <p>(2) Federal District Commission is authorized to construct across unopened road allowance lots 5 & 6, conc. I Ottawa Front.</p>
		07/11/1989	1989-R-346	CNR authorized to abandon Renfrew sub. from m. 0.0, Nepean to m. 27.0 Arnprior effective December 31, 1990. Note mileages are from 0 at Nepean.
		27/12/1990	1990-R-734	Abandonment between m. 0.0, Nepean and m. 27.20, Arnprior extended to December 31 1992.
		24/12/1991	1991-R-588	Abandonment between m. 0.0, Nepean and m. 27.2, Arnprior effective July 31, 1992.
19.25	Highway 17	20/11/1936	PC 1936-297	Vote authorized payment for protection etc. at crossings. BRC has advised that it proposes to make an order to require CNR to install automatic bell and wig wag at Highway 17, second crossing west of Carp station at mile 20.15. The committee approves this.
19.8	Carp	20/07/1911	14281	Approves plans showing work to be done on Carp River Drain, lot 19, conc. 3, Huntley twp. Verify location.

Mileage	Location	Date	Number	Notes
19.8	Carp	18/07/1913	19822	GTR orders to construct a crossing between lots 5 & 6, conc. 7, Fitzroy twp, m. 160 from Montreal; easterly line of the road to be 60' clear of westerly end of culvert.
		23/09/1963	112189	CNR authorized to remove station agent at Carp provided a caretaker is appointed.
28.2	Kinburn	24/05/1955	86259	Authorizes CNR to remove the station agent at Kinburn and appoint a caretaker.
		07/04/1961	104187	Amends 86259 and authorizes CNR to remove the station agent at Kinburn and appoint a caretaker.
		31/12/1964	116408	CNR authorized to remove the caretaker at Kinburn.
32.8	Galetta	03/03/1933	49601	CNR authorized to remove the station agent at Galetta on condition that a caretaker be appointed.
		05/07/1962	108316	CNR authorized to remove the caretaker and retire the station building at Galetta.
36.88	Russell Street	30/01/1945	65680	Maintains 10 mph speed limit following accident on 21 Dec 1944.
37.38	Bridge No. 61	11/09/1912	17475	GTR authorized to reconstruct with rolled "I" beams and steel posts on concrete abutments and piers, the present wooden bridge no. 61, at m. 171.07, Ottawa district carrying its railway across the CPR siding, the GTR siding and a roadway.
		17/11/1915	24450	Rescinds 17475. GTR authorized to reconstruct bridge No. 61 at m. 171, 31st div carrying its railway across CPR siding and the roadway near Arnprior. and that a fence be constructed between the CPR and the roadway at a point to be agreed upon by the railways. If cannot agree the fence to be located by an engineer of the Board.
37.69	Bridge No. 63	23/02/1914	21397	GTR authorized to reconstruct bridge No. 63 over Madawasca River at m. 171.41, Ottawa Division, McNab twp. provided that the pier to be abandoned be lowered to three feet below low water mark.
37.77	Arnprior Airport Spur	06/01/1942	61706	Authorizes CNR to construct a spur track to serve the RCAF Training School across certain roads in McNabb Twp, Arnprior.
		10/02/1942	PC 1942-101	Authorizes the Minister of Munitions and Supply to enter into a standard siding agreement with CN covering the construction of a Railway Siding to service No. 37 Elementary Flying Training School, Arnprior, required by the RCAF. The siding is required to effect economies in freight charges, particularly in connection with the transportation of coal and gasoline. It is estimated that within two years from the completion of the siding, the saving thus effected will exceed the cost of constructing the siding. The proximity of the railway company's lines to the site of the siding makes it possible for it to carry out the work more economically than any other organization. The Company will be paid the actual cost of labour, perishable materials and plant used in the construction of the siding (\$26,002.00), together with the rental for the use of non-perishable materials at the rate of 6% per annum (\$614.52). Total amount \$26,616.52. Because of the urgency for the immediate construction of the siding the Company was instructed to proceed with the work without delay.
		23/03/1943	PC 1943-232	Authorizes the Minister of Munitions and Supply to make payment to CNR for land for siding to serve No. 37 Elementary Flying Training School at Arnprior. Several parcels of land were purchased being located across lots 1, 3, 5, 7, 9, and 11 registered plan C. 928; lots 126, 128, 133, 134, 135, 136 and 137 registered plan 32 Town of Arnprior; lot 5 within the Town limits; lots 3 and 4, Con. 12 and lots 4 and 5, Con. 13, Township of McNabb. As arranged CN has effected settlement for the parcels of land involving a total expenditure of \$3,775.00.
		02/07/1943	PC 1943-528	Authorizes Minister of Supply and Munitions to enter into a Standard Siding Agreement with CN covering the construction of a siding to service No. 37 Elementary Flying Training School, Arnprior. The agreement further provides that upon termination if the Company is required to remove the siding from all or any of the highways and streets crossed thereby and to restore the pavements, sidewalks, watermains, sewres and other public works thereon, His Majesty shall pay the actual cost incurred by it in so doing.

Mileage	Location	Date	Number	Notes
37.9	Arnprior	21/03/1893	PCRC	Approves plan and profile showing proposed crossing by the OA&PSR of the CPR at Arnprior. Shows a crossing of a Mill Spur south from the CP across the OA&PS west of the Madawaska River.
		27/05/1893	PCRC	Authorizes the crossing of the Canadian Pacific Ry. by the Ottawa, Arnprior and Parry Sound Railway at Arnprior. Check wording.
		19/04/1910	10280	Removes statutory speed limit at Thomas Street, Arnprior. Verify location.
		06/02/1913	18650	Dismisses application by town of Arnprior for an order requiring GTR (CAR) to construct a suitable crossing where railway crosses Ida Street.
		27/01/1917	25834	Authorizes GTR to operate bridge No. 61 authorized to be reconstructed by 24450.
		13/11/1930	Judgement	Application by the town of Arnprior for an order directing that an interchange be constructed between CNR and CPR at Arnprior. The Board is normally ambivalent as to which railway gets the traffic but there may be some times in the development of towns wherein a railway which is senior has been followed by a junior road, and difficulties in marketing the output of industries lying along the junior road present themselves because of the lack of interchange between the two railways. It is in the public interest that an interchange be constructed and an order will issue.
		23/06/1954	84021	Approval of plan showing proposed location of pipelines for Playtex Ltd. at Arnprior.
		30/03/1972	R-13853	CNR Ottawa Servocentre, authorized to remove station building and agent from Barry's Bay (m. 96.8) and Arnprior (m. 26.4) and to remove the agent from Smith's Falls (34.1) and Alexandria (60.8)
		07/11/1989	1989-R-346	CNR authorized to abandon the Renfrew sub. between m. 27.20, Arnprior and m. 43.78, Renfrew effective December 31, 1989. Mileages measured from Nepean.
		38.3	Arnprior Interchange	15/12/1924
07/02/1925	36072			Application by Gillies Bros for an interchange with CNR. Gillies is located at Braeside, 3 miles west of Arnprior. The eastern end of the yard is 5800 feet from the diamond with CNR. Dochert Brick Tile and Terra Cotta Works filed a consent to the transfer of their application to the site now proposed. Interchange tracks ordered by 23250 had not been put in because of the expense, land acquisition, installation of tracks etc. Proposal now was for a public interchange 2 1/4 to 2 1/2 miles from the point ordered under 23250 and would use a siding owned by McLachlin Bros. CN supported this and offered to contribute to the cost. Board felt that the interchange would not be used (nothing has happened for 9 years) and is not justified. Application denied.
14/11/1930	45769			Following application by town of Arnprior, CNR authorized to construct an interchange track with CPR at Arnprior.
12/12/1930	45987			CNR authorized to construct an interchange track at Arnprior across Ida street (unopened), Norma street, Charlotte street (unopened), and the road allowance between lots 5 and 6 on the line between the town of Arnprior and the township of McNab. This interchange was required to be constructed under 45769.
06/02/1931	46250			CNR and CPR given authority to operate their trains over the interchange tracks at Arnprior and across Ida, Norma and Charlotte Streets.
06/02/1931	46242			Pending the installation of proposed new interlocking plant, CNR authorized to discontinue the use of the east derail on their line and connect the switch, leading from the main line to the interchange track, with the interlocking plant; to erect a stop sign 50' east of the said switch; and later to move the home signal to the same position and connect it with the interlocking plant.
27/06/1931	46939			CNR authorized to reconstruct the interlocking plant and to replace same with an automatic interlocking plant consisting of home and distant signals, without derails, the question of installation of derails to be reserved for further consideration.

Mileage	Location	Date	Number	Notes
38.3	Arnprior Interchange	31/08/1931	47290	46939 amended by striking out the words "the question of the installation of derails at the said crossing to be reserved for further consideration".
		02/05/1932	48546	Cost of constructing interchange at Arnprior to be apportioned 90% to CNR and 10% to CPR.
		28/09/1932	49077	Cost of maintenance of interchange at Arnprior to be apportioned 90% to CNR and 10% to CPR.
		04/10/1941	61306	Authorizes CNR to make alterations to the signal protection at the crossing of the Renfrew subdivision over the CPR at Arnprior.
		29/08/1946	67830	Approves plan showing proposed changes in signal protection at the crossing of the highway (sic) and CNR at Arnprior. This relates to the crossing with the CPR. Provided that the speed of all CNR trains, when approaching and when within 500' of the governing signal, be restricted to a speed not exceeding 10 mph.
		09/09/1946	67859	Amends 67830 to delete reference to highway and insert reference to crossing with CPR.
		05/07/1956	89167	Approves revised plan showing protection as installed at Arnprior at the crossing of CNR and CPR.
		17/11/1977	R-25794	CNR authorized to make changes to the interlocking.
		30/05/1978	R-26896	(1) CNR authorized to operate their trains through the interlocking by first bringing the trains to a stop, then to be governed by the indications after pressing the push buttons; (2) CPR is authorized to operate its trains through the interlocking without their first being brought to a stop providing that the signals are in the PROCEED position.
41.01		17/08/1916	25289	Approves plan showing changes to the interlocking at Arnprior.
44.59	HEPC siding	07/05/1946	67336	Approves clearances at unloading chute adjacent to siding serving Hydro-Electric Power Commission of Ontario at Glasgow, m. 45.4, Renfrew sub.
45.5	Glasgow	23/09/1931	47418	CNR authorized to remove agent from Glasgow Station (m. 54.2 Renfrew sub!) provided a caretaker is appointed.
		13/11/1945	66673	Approves location and details of CNR station building at Glasgow (which was destroyed by fire 26 March 1945).
		05/07/1950	74806	CNR authorized to remove the agent at Glasgow Station and appoint a caretaker.
		31/07/1963	111814	CNR authorized to remove the caretaker at Glasgow.
		27/01/1964	Letter	No objection to CNR removing the station building.
49.26	Highway 17	17/08/1972	R-14710	Ontario Min. of Tptn. authorized to construct an overhead bridge.
		29/12/1976	R-24155	CPR authorized to operate under the overhead bridge.
52		02/07/1936	53269	Authorizes CNR to extend the spur at m. 52.0 across road allowance for purpose of working Horton ballast pit, providing necessary authority is obtained from Catherine Laventure estate to cross land north of highway.
53.01	Raglan Street	23/06/1903	PC 1903-104	Approves plans and profiles showing the CAR line as constructed through the town of Renfrew shewing the crossings of all public highways and streets at rail level or otherwise and directing that the CAR shall at its own cost install and maintain at its crossing of Main Street an Automatic Electric Alarm Bell on the track circuit system.
54.2	Renfrew Refrigerator Co	08/11/1927	39839	CNR authorized to construct a spur to Renfrew Refrigerator Co. across Parry Sound Street. Verify location.
	Renfrew	22/06/1956	89091	Approval of CNR plan showing location of storage tanks of Quintane Gas Co., Renfrew.
		15/05/1969	R-5632	Authorizes CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville for the period when the agent is on annual vacation and requires the railway to submit and post notices.

Mileage	Location	Date	Number	Notes
55.2	Renfrew Junction	29/01/1938	55523	Authorizes CPR and CNR to remove the station agent at Renfrew Junction.
		23/12/1954	85234	CNR authorized to remove the signals and signalmen at the crossing with CPR at Renfrew Junction and to install Stop Boards.
		29/11/1955	87497	CNR authorized to dismantle and remove the station building and platform at Renfrew Junction, m. 55.23.
		02/08/1983	R-35450	CNR authorized to abandon Renfrew sub. from m. 43.79, Renfrew Junction to m. 134.05, Whitney, 90 days from date of order (effective December 18, 1983?).
57.53	Crossing	25/10/1928	41656	CNR authorized to reconstruct highway bridge under the overhead structure of the CNR crossing the stream 2 miles west of Renfrew Junction. The \$620 cost to be borne half be CNR and half by Admaston twp.
60.4	Admaston	28/06/1962	108243	Canadian National Ry. authorized to remove the caretaker and retire the station building at Admaston.
66.1	Douglas	03/03/1970	R-8150	CNR authorized to remove the caretaker and station building at Douglas.
69.1	Caldwell	28/06/1962	108245	CNR authorized to remove the caretaker and retire the station building at Caldwell.
76.4	Eganville	03/10/1916	25490	Grand Trunk Ry. ordered to erect a station building by 1 Dec 1916.
		06/12/1916	25703	Time extension for construction of station authorized by 25490 to 31 May 1917.
		15/05/1969	R-5632	Authorizes CNR to close the stations at Vars, Casselman, Maxville, Renfrew and Eganville for the period when the agent is on annual vacation and requires the railway to submit and post notices.
84.1	Golden Lake	07/12/1892	PC 1892-310	The OA&PS passes through the Golden Lake Indian Reserve and the land taken for right of way through the reserve was 32.26 acres. The local Indian Agent assessed the land at \$5.00 per acre and the value of the improvements injuriously affected at \$55.00. A cheque has been received from the railway in payment for the land taken and improvements at the valuation fixed by the Agent. Approval is given under the Indian Act for the land taken for the purpose specified. Plan attached on microfilm.
		16/10/1894	PC 1894-308	A further demand has been received from the OA&PS for an additional 1.94 acres for the right of way and station grounds on the Golden Lake Indian Reserve. At a rate of \$5.00 per acre and \$88.31 for the improvement thereon injuriously affected, Council approves the taking of the additional land. A plan is attached showing 32.84 acres through the reserve, 0.36 acres extra land and 1 acre for station grounds for a total of 34.20 acres.
		22/10/1909	8463	GTR, on behalf of OA&PS, authorized to construct spurs lettered A, B, C, D, E, & F, lot 9, twp. of Algoma, Renfrew County, thence westerly to and into the premises of Golden Lake Lumber Co. on lot 10, as shown on file and deposited in Renfrew County Registry Office on 10 Sept 1909.
		01/08/1911	14464	GTR authorized to construct branch or siding from lot 10, South Algoma twp. extending to and into the premises of the Golden lake Lumber Co. To be completed within 3 months.
		22/06/1921	Judgement	Complaint by residents along the GTR west from Golden Lake Junction, against poor service between Killaloe and Eganville on account of trains not making proper connection with Ottawa - Pembroke trains. Application of residents between Madawaska and Golden Lake for a better service on the GTR in the matter of connections with Ottawa - Pembroke trains. The Board was sympathetic but the extra expenses could not be justified.
05/06/1961	104645	CNR authorized to remove the station agent at Golden Lake provided a caretaker is appointed.		

Mileage	Location	Date	Number	Notes
84.1	Golden Lake	29/04/1965	PC 1965-766	By letters patent dated 27 December 1898 and 26 March 1900 the lands described in Schedule A, being part of the Golden Lake Indian Reserve number thirty-nine, were granted to the Ottawa, Arnprior and parry Sound Railway and the Pembroke Southern Railway for railway purposes. CN is the corporate successor to the aforesaid companies. The lands occupied by the railway have been re-surveyed and it is reported by the Surveyor General that the limits of the railway as built and presently existing on the ground do not coincide with the limits of the land granted by the aforesaid patents. Authorizes the land set out in Schedule A to be set apart for the use and benefit of the Golden lake Band of Indians as an addition to Golden Lake Indian Reserve number thirty-nine. Authorizes CN to exercise its power to take or use lands as described in Schedule B. Schedule A - 8 parcels of land 39.54 acres. Schedule B - land shown on plan 52,200 in Canada Lands Surveys Records at Ottawa, a copy of which has been deposited in the Registry Office for the County of Renfrew at Pembroke under number 73,809.
		26/04/1968	R-2167	CNR authorized to remove caretaker and station building at Golden Lake. (m. 72.8 Renfrew sub.)
92.38	Queen Street	20/08/1946	67803	Maintains 10 mph speed limit; all switching movements on the main track and team track to be flagged by a member of train crew..
93.2	Killaloe	08/09/1915	24149	Following an accident on 23 Jan 1915, GTR to install within 30 days a Hayes derail at the east end of the siding, a light to be kept burning on the derail at night to indicate its position.
		06/10/1915	24274	Time extension for installation of derail ordered by 24149 15 days from date of order.
		22/10/1915	24352	Time extension for installation of derail until 10 Nov 1915.
		12/10/1967	R-246	CNR authorized to remove the station agent at Killaloe provided a resident on-hand representative is appointed.
		31/01/1968	Letter	May proceed to remove the station buildings at Killaloe.
101.6	Wilno	30/07/1963	111803	CNR authorized to remove the station agent at Wilno, m. 90.3 (new mileage), Renfrew sub., and appoint a caretaker.
		07/01/1964	Letter	Board sees no objection to the replacement of the existing station building at Wilno with a smaller structure.
		06/09/1967	125452	CNR authorized to remove the caretaker and station building at Wilno, m. 90.3 Renfrew sub.
102.26	Crossing	17/08/1970	R-9536	Reflective material to be installed.
108.1	Murray and Omanique Lumber	27/04/1927	38988	CNR authorized to construct a siding to serve Murray and Omanique Lumber across a road allowance at m. 108.1.
		04/11/1927	39829	CNR authorized to construct a siding to serve Murray and Omanique Lumber across a road allowance at m. 108.1, a derail to be placed at a point in advance of "D".
		11/09/1928	41370	CNR authorized to construct its spur to serve Murray and Omanique Lumber across Stafford Street, Barry's Bay.
108.2	Barrys Bay	31/08/1951	77262	Approves proposed location of warehouse of Imperial Oil Ltd. near the tracks of the CNR at Barry's Bay.
		15/09/1969	R-6714	Approves flammable liquid facilities, Imperial Oil, m. 108.1, rescinds 77262.
		30/03/1972	R-13853	CNR Ottawa Servocentre, authorized to remove station building and agent from Barry's Bay (m. 96.8) and Arnprior (m. 26.4) and to remove the agent from Smith's Falls (34.1) and Alexandria (60.8)
108.3	Highway 60	28/07/1961	105205	Requires the CNR to flag all train movements over the crossing with highway 60 at m. 108.30, by a member of the train crew.
117.4	Aylen Lake	04/05/1909	7973	(1) Approves construction of siding of Cameron and Company at or near Aylen Lake station, subject to terms and conditions set out in agreement between Cameron and GTR of 29 Mar 1909 and connect with the GTR main line. (2) To be completed within two years.

Mileage	Location	Date	Number	Notes
121.18	Opeongo	17/06/1914	22014	Upn reading the consents of Dennis canadian Lumber, GTR authorized to construct a branch or siding into premises of John R. Booth, lot 29, conc. 2, Dickens twp. near Opeongo. To be completed within 3 months.
122.57	Opeongo River	08/07/1914	22106	GTR authorized to operate on bridge over Opeongo River, m. 256.76.
129.1	Madawaska River	14/02/1942	61872	Authorizes CNR to construct a new bridge over the Madawaska river, m. 129.1, Renfrew subdivision.
		06/05/1942	62229	Authorizes CNR to operate bridge over Madawasca River, m. 129.1, Renfrew subdivision.
129.3	Madawaska	23/10/1963	112428	CNR authorized to remove the station agent at Madawaska.
130.2		13/06/1956	89009	Approves the location and details of portable frame building to be erected at Madawaska, CNR.
133.9	Egan Estate	11/11/1927	39846	Authorizes location of CNR proposed standard portable shelter at Egan Estate, m. 4.5 Algonquin sub.
		20/01/1948	70109	CNR authorized to close and remove the station facilities at Egan Estate, m. 133.8.
135.11		07/06/1922	32489	Fencing exemption north side, m. 267 - 277.64 (135.11 - 145.75)
145.1	Whitney	24/02/1916	24763	Dismisses application by Ontario Department of Public Works, Colonization Roads Branch for authority to construct a crossing over the GTR on lot 9, conc. 6, Airey twp. near Whitney station.
		28/04/1960	101066	Approves less-than-standard clearances on the team track at m. 145.1.
		18/09/1967	125564	CNR authorized to remove the station agent at Whitney provided an on-hand representative is appointed; and to remove the station building at Whitney..
145.94		22/03/1952	78548	Authorizes the abandonment of the Renfrew subdivision between Whitney (m. 145.94) and Cache Lake (166.81) and portion of the Algonquin subdivision between Cache Lake (87.42) and Algonquin Park (86.40).