

C.P.R.  
ABANDONMENTS  
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SOUTHERN  
QUEBEC.

ation should be granted."

#### Orford Subdivision Line

The Canadian Pacific application was for authority to abandon the portion of the Orford Subdivision, between mile 0.9 at the international boundary (between the State of Vermont and the Province of Quebec), and mile 22.8, at Eastman, a distance of 21.9 miles. Judgment in the matter was written by Commissioner Stone and concurred in by Commissioner Norris, while a dissenting judgment, setting forth the view that the application should have been dismissed, was written by Deputy Chief Commissioner Garceau. Abandonment between mile 0.95 and mile 16 was authorized, and it was ordered that the remainder of the line, between mile 16 and Eastman, be maintained in serviceable condition to take care of traffic offering.

The line serves a territory, thinly settled, and only partly farmed, bounded on the east by Lake Memphremagog, on the west by the Drummondville and Newport Subdivisions of the C.P.R., on the north by the Sherbrooke Subdivision of the C.P.R., and joined at the south by the Newport Subdivision. At the hearing, counsel for the C.P.R. explained that the part of the line between mile 16 and mile 21.9 would be retained as a spur to a ballast pit at mile 16, and would be re-conditioned for service as and when required. The evidence submitted showed that there had been substantial operating deficits despite drastic reductions in train service and in maintenance, and evidence was also furnished to show that much of the business formerly handled by the railway had gone to motor trucks. It was shown that passenger traffic did not warrant continued train operation. The judgment

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concluded:—"Taking into consideration all the facts involved, I would grant the application to abandon that portion of the line between mile 0.95 and mile 16, to become effective 90 days from the date the order issues, without prejudice to whatever rights or remedies may be open to the parties in the courts, and that the remainder of the line, between mile 16 and Eastman, be maintained in serviceable condition to take care of car loadings as and when required."

Deputy Chief Commissioner Garceau took the view that abandonment of the line would cause great hardship to the farmers in the territory served. He also pointed to the fact that the Canadian Pacific Ry. had contractual obligations, having assumed the rights and obligations of the Orford Mountain Ry. Co., which owned the line previously. He said that proper control of highway carriers and better economic conditions could turn the annual loss of the railway into profit, that abandonment, even when not prohibited by any legal instrument, must be looked on with disfavor, and that it means the destruction of costly assets, hardships to communities, loss of jobs to many, demoralization to those affected and possible indefinite reactions against public wealth.

April 1936



### **C.P.R. Orford Subdivision Line**

The Board of Transport Commissioners for Canada has issued order 61,404, dated Oct. 31, granting the Canadian Pacific Ry. authority to abandon operation of two sections of its Orford Subdivision line, in the Province of Quebec, viz., that section between Kingsbury and Windsor Mills, 9.4 miles, and that between Eastman and Peasley's Siding, 6.82 miles. This order was based on a judgment by Chief Commissioner J. A. Cross of the Board, which was delivered orally at the conclusion of the hearing at Sherbrooke, Que., Oct. 22 last, on the application of the C.P.R. for leave to abandon operation of the two sections of line specified. At the hearing, the C.P.R. was represented by J. E. Paradis and G. D. McKay, while the Municipality of East Bolton was represented by J. M. Bryant, Secretary-Treasurer, whose interest was confined to the section of line between Eastman and Peasley's Siding. No one appeared in opposition to the proposed abandonment of the portion of line between Kingsbury and Windsor Mills.

The C.P.R. Orford Subdivision line is part of the Orford Mountain Ry. which

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classified as a spur, and the 35.9 miles from Eastman to Windsor Mills, together with the 1.4 miles between Eastry and Eastman, as the Orford Subdivision. It was stated on behalf of East Bolton Municipality that while it would have liked the Peasley's Siding-Eastman line to remain, a resolution by the municipal council was to the effect that it had no real reason to oppose the C.P.R. application. It was concerned with securing from the C.P.R. a portion of about two miles of the railway right of way, to complete a municipal road; Chief Commissioner Cross stated, in his judgment, that this was a matter over which the Board had no jurisdiction, but he suggested that a satisfactory arrangement could be made between the railway and the municipal authorities.

The Chief Commissioner recorded, in his judgment, that the C.P.R. had informed the Board, through several witnesses and by the filing of statistical exhibits, that the portions of line concerned had been operated at considerable loss. It was shown that there is no prospect of increased railway traffic, that highway competition has cut into traffic to large extent, and that there are plenty of roads to meet the transportation requirements of the people concerned. Kingsbury would still be left with railway service, while other points concerned would be quite close to a railway line. Windsor Mills is on the C.N.R. line. The judgment said:—"There will, in our view, be very little inconvenience occasioned to the public by the abandonment of the operation of these two small pieces of railway line. On the other hand, there will be considerable saving to the railway company if permission is granted for leave to abandon the operation of the lines in question."



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The C.P.R. Orford Subdivision line is part of the Orford Mountain Ry., which was incorporated in 1888, built between 1892 and 1907 and granted a Dominion charter in 1901. The railway ran from the international boundary near Elkhurst, Vermont, to Windsor Mills, Quebec, a distance of 57.8 miles. Early in 1936 the southerly 15.05 miles of this line, between the international boundary and Peasley's Siding, was abandoned under the Board's order 52,622, dated December 31, 1935. The 6.8 miles from Peasley's Siding to Eastman has been



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e during the present emergency and under  
e further order of the Board, samples of  
t cannon proof rounds for testing pur-  
t poses of cordite or nitrocellulose pro-  
e pellant may be handled by Express be-  
t tween the points designated below, under  
t the following conditions: viz., they must  
t be packed in tightly closed metal cans  
t or kegs not exceeding twenty pounds net  
t weight of explosive each; packed in  
t strong outside wooden boxes of lumber  
t not less than one-half inch thickness.  
f Not more than one can or keg may be  
t shipped in one outside box, and not more  
t than one hundred pounds net of such  
p explosive may be shipped by Express on  
s any one train between the following  
s points only:—De Salaberry and Valcar-  
n tier; De Salaberry and Ottawa; Bouchard  
t and Valcartier; Cherrier and Valcartier;  
f Nobel and Valcartier; Valcartier and  
s Prince Rupert; Valcartier and Halifax.”

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