

C.N.R.
ABANDONMENTS
IN
SOUTHERN
QUEBEC.

C.N.R. Sorel Subdivision Line Abandonment

Authority has been given Canadian National Rys. to abandon operations between Fortierville, mile 0.23, and St. Gregoire, mile 27.48, in Quebec Province.

THE Board of Transport Commissioners for Canada issued order 58,779, March 4, authorizing Canadian National Rys. to abandon operation of a portion of the Sorel Subdivision, viz., between Fortierville and St. Gregoire, Que., a distance of 27.25 miles. The order was signed by the Assistant Chief Commissioner, Hugh Wardrope, and the judgment upon which it was based was signed by him and concurred in by Deputy Chief Commissioner F. N. Garceau, K.C., and Commissioner F. M. MacPherson. The C.N.R. had applied for authority to abandon operation between the points named under sec. 165A of the Railway Act, sec. 2 (3) of the Canadian National-Canadian Pacific Act, 1933, and other appropriate statutory provisions, and the application was heard at Three Rivers, Que., Jan. 24 last, in the presence of counsel for the C.N.R. and interested municipalities. Also, written submissions upon the matter were filed on behalf of the parishes of Ste. Sophie de Levrard, Ste. Cecile de Levrard, Gentilly, Le Precieux-Sang, Ste. Marie de Blandford, Ste. Gertrude de Nicolet and Village, St. Pierre les Becquets and Village, Becancour and Village.

Line Was Victim of Highway Competition

The portion of the Sorel Subdivision specified was opened for operation in 1909, having been built under the Quebec, Montreal and Southern Ry. Co. charter conferred under chap. 150 of the Dominion 1906 Statutes; it became part of the C.N.R. system upon the C.N.R. acquiring the Quebec, Montreal and Southern Ry. in 1929. The territory which was served is practically wholly farming and dairy country, with no industries of any consequence outside of a few cheese and butter factories. This territory is well served by highways, on which many buses and trucks operate, and the C.N.R. representative stated that even when the railway line was operating, the produce moved by truck to Quebec, Montreal and Three Rivers. Scheduled passenger service was discontinued on the railway line in 1930, and in May, 1934, an embargo was placed against the acceptance of both l.c.l. and carload freight traffic. In 1935, only a few special trains were operated over the line, and final train operation took place on Oct. 26, 1935. At one point in his judgment Mr. Wardrope said:—"Quite obviously the reason for the cessation of operation by the applicant along this portion of the line was the fact that the traffic offered was so negligible that operation was not warranted."

Hearing in Three Rivers

At the proceedings before the Board in Three Rivers, the C.N.R. was represented by C. V. Darveau, K.C., and the respondents mentioned above by F. Lajoie, K.C., who had been appointed to represent them on extremely short notice, which led the Board to allow him five weeks from the date of the hearing in which to file written submissions. The only submissions filed were in the way of resolutions from parishes and municipalities along the railway line.

Judgment Approves Abandonment

The concluding portion of the judgment stated:—"There is nothing on the Board's files nor has any evidence been offered to the Board to show that during the last ten years any applications had been made by any of the interested parties to seek restoration of service of trains for either passenger or freight. It is only since the application was formally placed before the Board that resolutions referred to above by the interested municipalities and parishes have been placed on file, asking that train service be restored. It would clearly seem that, under all the circumstances, little or no inconvenience would be suffered by those who formerly made use of the facilities of this portion of the line. On the other hand, this portion of the line is in poor condition and it is estimated, without going into all the details, that it would require a total expenditure of some \$275,000 to put the line in good condition for service.

"Upon consideration of all that is involved, I would grant the application."

Pullman Plans Three-tier Sleeper

The Wall Street Journal reports that the Pullman Co. is planning to experiment with a new design of sleeping car, having for its object provision of low-cost sleeping space, and introducing an innovation in sleeping car design and construction by having three tiers of berths instead of the customary two. It is said that these cars, to provide accommodation to suit the pocket-books of day coach passengers, will operate as 45-psgr. coaches in the day time, and as sleeping cars of the same capacity at night. Two of the cars are said to be under construction, and the belief is that they can be operated profitably at coach rates with an additional charge of approximately \$1 per night per berth. The expectation is, the report states, that the cars will be handed over to a number of railways as soon as completed, to ascertain the travelling public's attitude towards them.

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other day service previously in effect.

Canadian National, Aston Subdivision

The C.N.R. applied for leave to abandon the portion of its Aston Subdivision, between Victoriaville and St. George, Que., 30.4 miles. The trunk line was built by the Grand Trunk Ry. Co., with the assistance of the City of Three Rivers, under a contract dated Aug. 20, 1858. The Board's Chief Operating Officer reporting against granting the application. The Deputy Chief Commissioner, F. N. Garceau, K.C., in giving judgment said in part:— "The memoranda filed by the Bishop of Nicolet, by the Three Rivers and Victoriaville Chambers of Commerce, and the resolutions passed by every municipality concerned, established clearly that if this petition was granted the economic, social, and religious conditions

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Canadian National, Iberville Subdivision

The C.N.R. applied, Jan. 18, 1935, to the Board of Railway Commissioners for leave to abandon operation of a portion of its Iberville Subdivision, between Noyan Jct., and Iberville, Que., 21.9 miles. The application was heard at St. Johns, Que., May 13, 1935, by the Deputy Chief Commissioner, F. N. Garceau, and Commissioners G. A. Stone and T. C. Norris. The Deputy Chief Commissioner gave judgment, Nov. 14, 1935, recommending dismissal of the application. Commissioner Stone gave a dissenting judgment, Nov. 22, 1935, recommending the granting of the application. Commissioner Norris concurred in this, and order 52,493 was issued Nov. 25, 1935, granting the application, the approval to be without prejudice to the rights and remedies of the parties, if any, in the courts.

Canadian Pacific, Stobie Branch

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Canadian National, Frelighsburg Sub-
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The C.N.R.'s application to the Board of Railway Commissioners for leave to abandon operation of its Frelighsburg Subdivision, between Farnham and Frelighsburg, Que., 18.4 miles, was heard by the Deputy Chief Commissioner, F. N. Garceau, K.C., and Commissioners Stone and Norris. The Deputy Chief Commissioner gave a lengthy judgment, Sept. 12, 1935, recommending the application's dismissal. Commissioner Stone, while not agreeing with certain observations made by the Deputy Chief Commissioner, held that, in the public interests the abandonment of the line should be postponed. Commissioner Norris concurred in this, and order 52,425 was passed Nov. 4, 1935, refusing the application.

Canadian National, Iberville Subdivision

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Commissioner McLean and Commissioner Stone concurred.

Hemmingford Subdivision Line

The Canadian National application in respect of this line was for authority to abandon that portion between St. Remi, Que., mile 6.4, and Hemmingford, Que., mile 21.3, a distance of 14.9 miles. The line was built in 1852, and in 1872 was sold to the Grand Trunk Ry. Co., which was amalgamated with Canadian National Rys in 1923. Among the figures submitted by the railway were those showing a deficit of \$11,173 in 1933 and one of \$5,308 in 1934. Several witnesses indicated the necessity of a railway, and the railway company admitted that there is no highway open to motor vehicles during winter. The judgment pointed out that the claimed deficit for 1934, \$5,308, included \$1,100 for divisional supervision, said that it is to be presumed that this expense would have been incurred even if the line were abandoned, and indicated that it could be concluded that the real deficit was \$4,208. It was pointed out that, in the event of abandonment, the railway employees would lose wages totalling \$16,600, and farmers would lose \$5,556, on milk, through the winter season alone, on account of having to accept lower prices. The figures submitted showed that traffic is on the increase, the 1934 earnings having been about \$6,000 higher than those of 1933. The judgment, written by Deputy Chief Commissioner Garceau, dismissed the application, without prejudice to enter future application for authority to abandon should the public fail to utilize the railway service sufficiently to justify operation of the line; Commissioners Norris and Stone concurred.

Port Perry Subdivision

The Canadian National application was

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granted.

Applications under Consideration and to be Heard.

The Board heard at St. Johns, Que., early in February, a joint application by Canadian National and Canadian Pacific for leave to abandon a section of the Canadian National line between Iberville and Farnham, Que., and for approval of running rights to the Canadian National over the Canadian Pacific line as per agreement of Aug. 1. last.

At the time of writing, hearings as follows are scheduled:—At Fernie, B.C., Feb. 20, re proposed discontinuance of train service on Crows Nest Southern Ry. (Great Northern) between Fernie and Newgate, B.C.; at Princeton, B.C., Feb. 22, and at Vancouver Feb. 24, re Vancouver, Victoria and Eastern Ry. and Navigation Co. application to abandon line between Princeton and international boundary, 58.4 miles; at Edmonton, Alta., Feb. 23, re Canadian National application for leave to abandon portion of Lac St. Anne Subdivision, between Peace River Jct. and Darson Jct., 32.6 miles; at Brandon, March 4, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Brandon and international boundary, 69.5 miles; at Winnipeg, March 5, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Morden and international boundary, 14.66 miles.

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